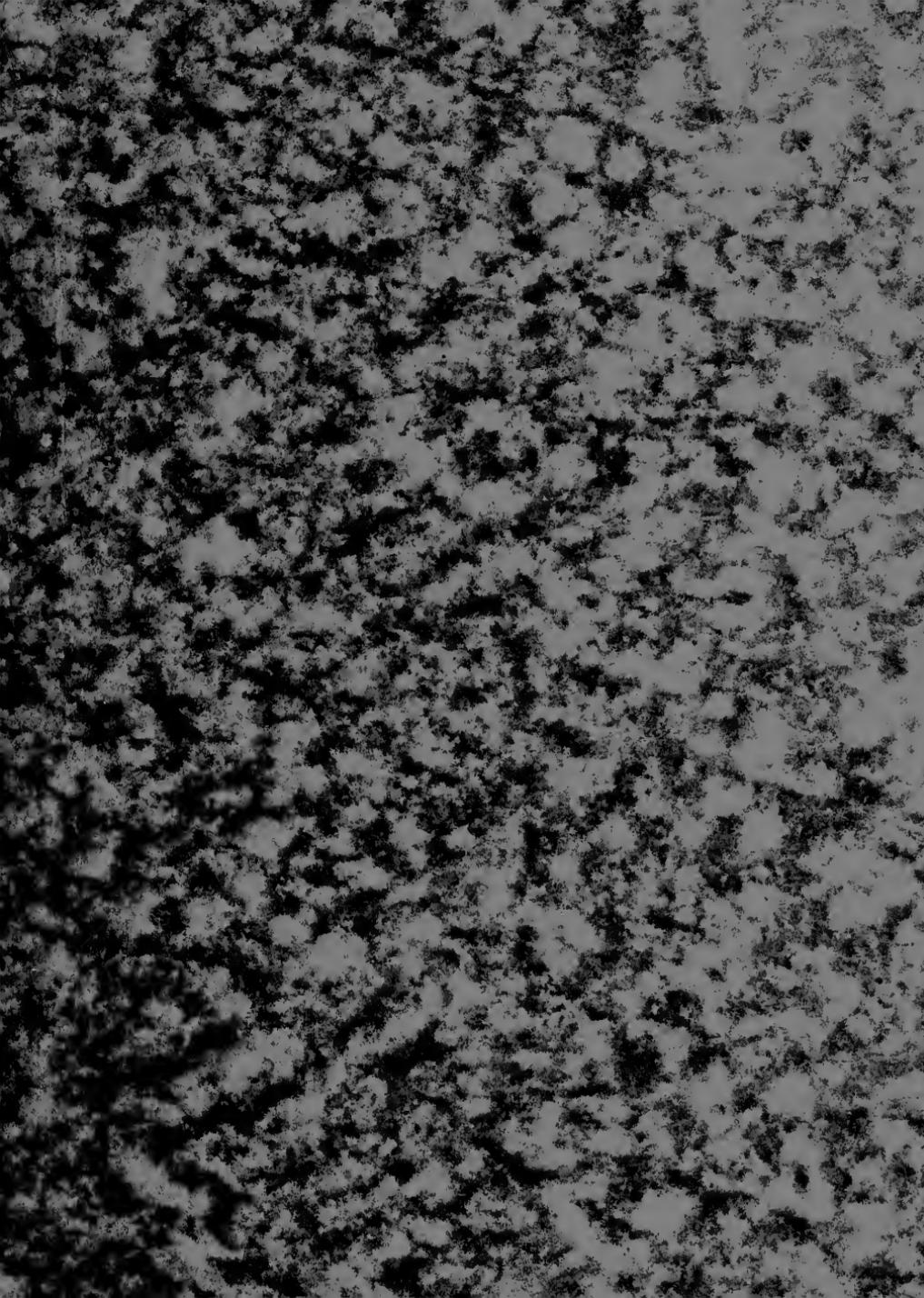


COMPANY-HISTORY  
55TH ENGINEERS



Class \_\_\_\_\_

Book \_\_\_\_\_





# Company History

## “D”

# 55th Engineers

## American Expeditionary Forces

*By*  
**WILLIAM L. PETERSON**  
*Assisted by*  
**RALPH S. UNDERWOOD**  
*With Photographic Illustrations  
and Sketches by*  
**WILLIAM F. SWANSON**





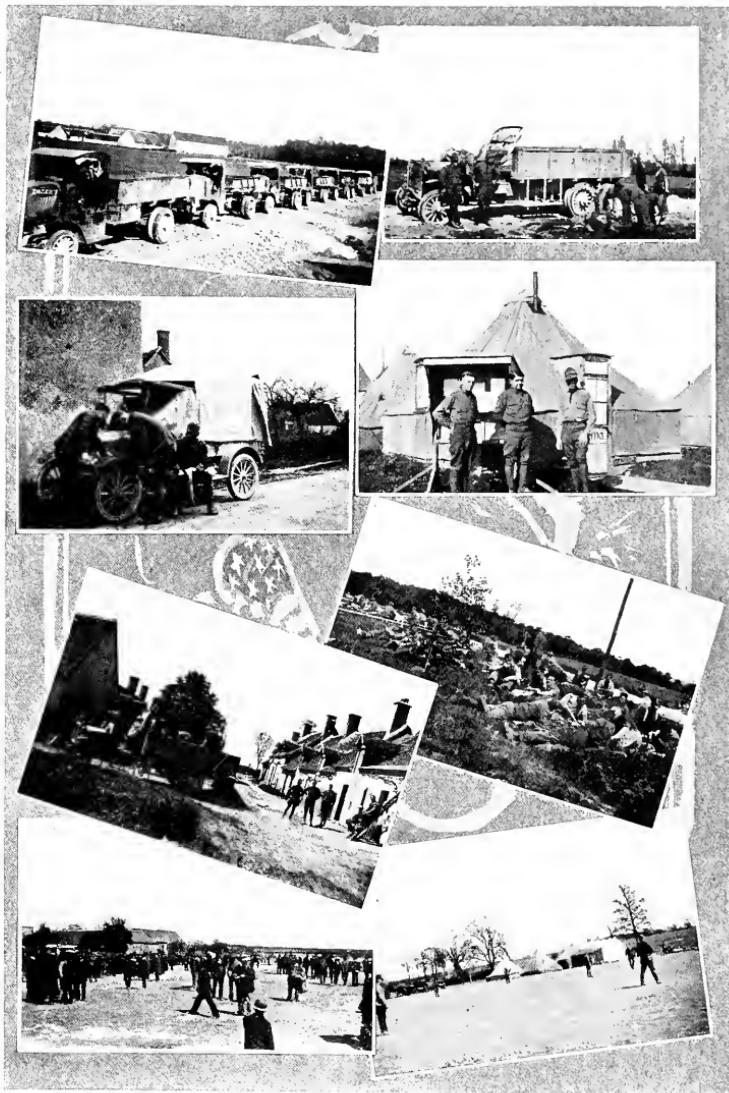
CAPTAIN WYATT S. HAWKINS  
*To whom this book is respectfully dedicated*

164:7  
22



FIRST SERGEANT HARRY E. CLARK

*In memory of him whose full measure of service to his country, rendered  
thru all the period of need, was crowned and consecrated by the  
supreme sacrifice*



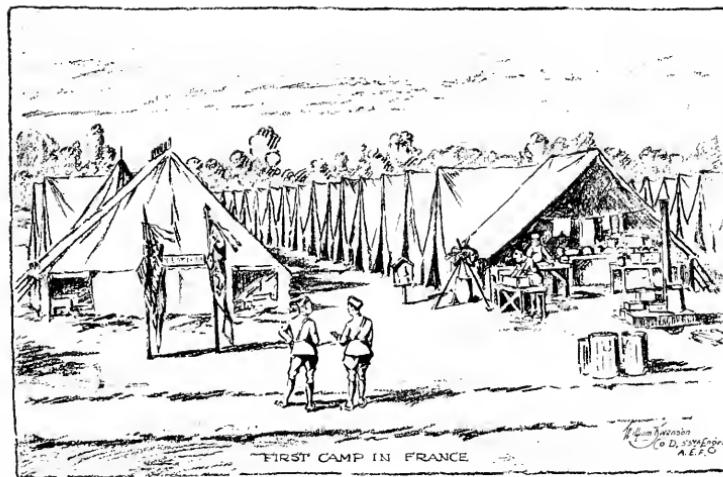
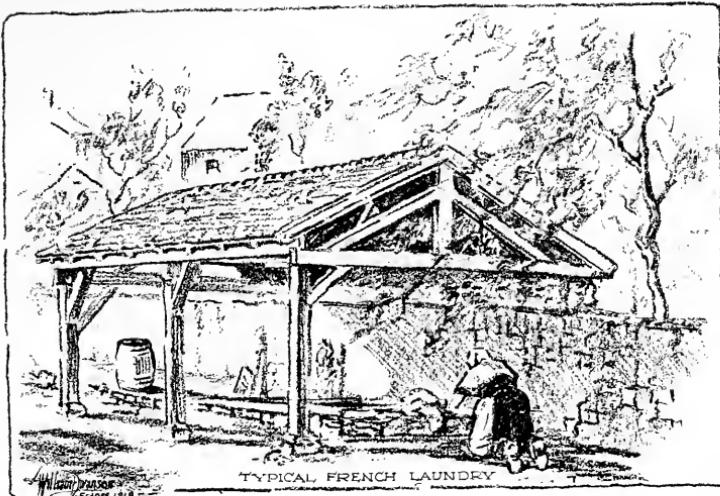
VATAN—EASTER MONDAY FAIR—GERMAN PRISONERS AT REST

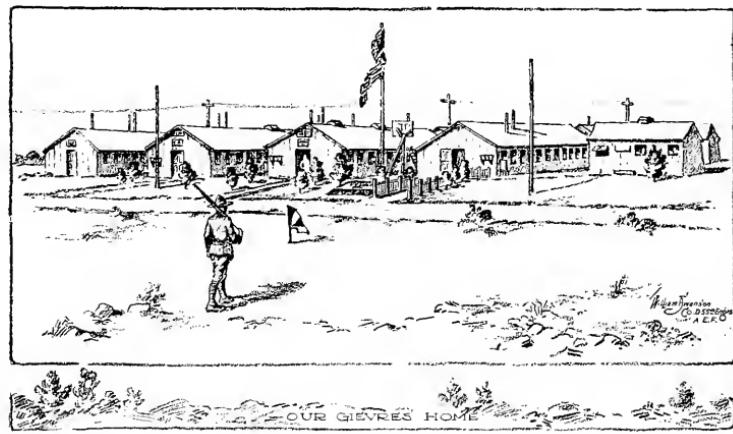
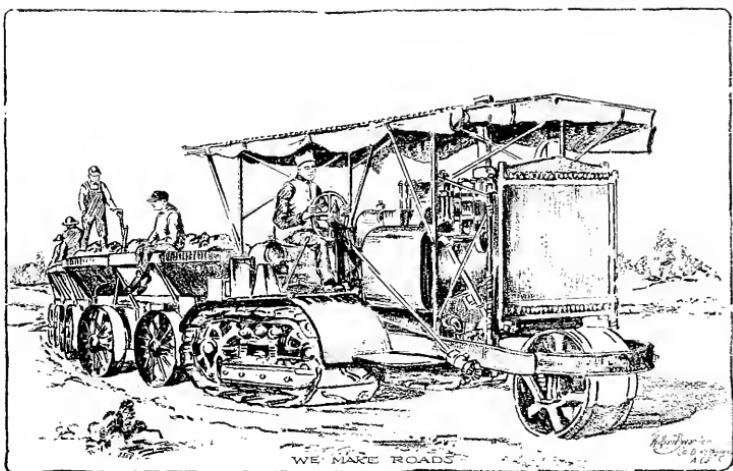
# COMPANY HISTORY

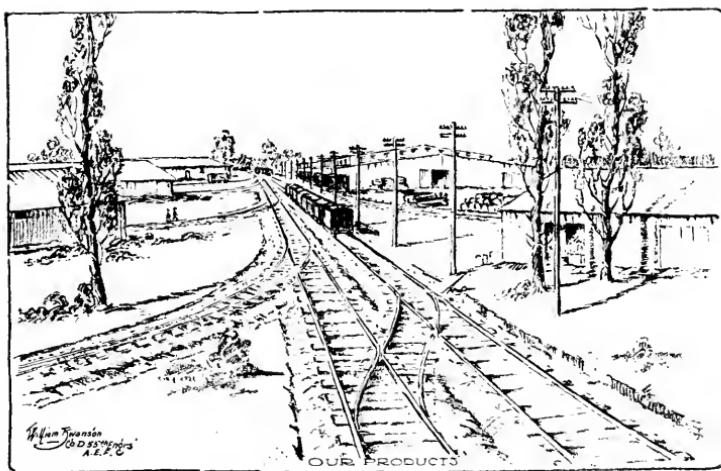
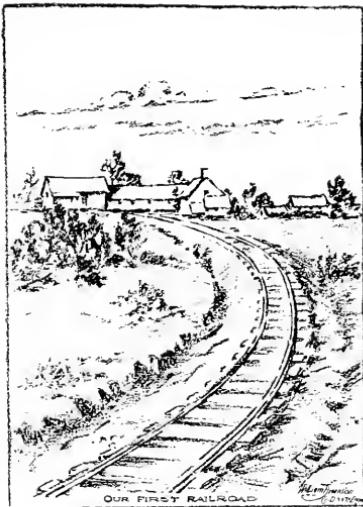


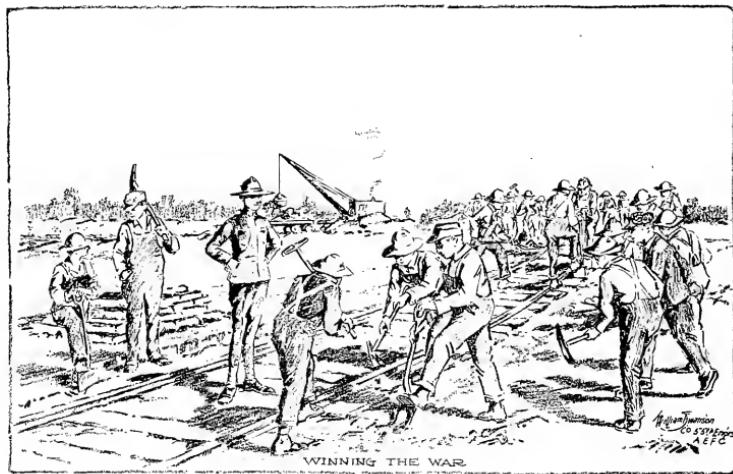
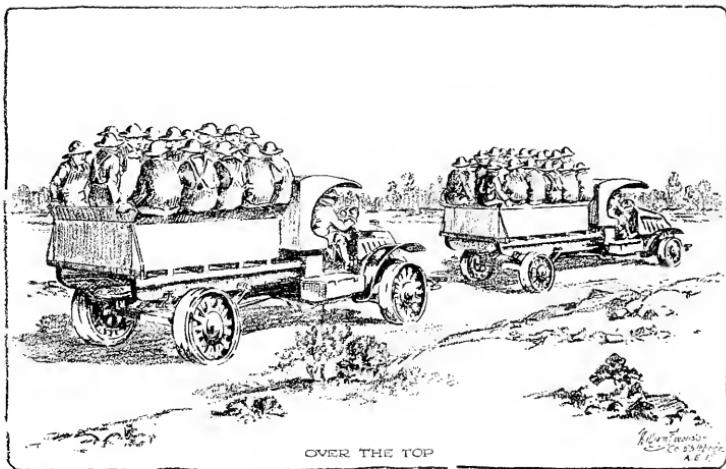
**55TH ENGINEERS**  
AMERICAN EXPEDITIONARY FORCES











## PART I

**T**HE men who made up the nucleus for the 55th Engineers were mobilized at Camp Dodge, Iowa, and Camp Meade, Maryland, during the period from February 22, 1918, to March 5, 1918, respectively. These increments, together with many others that followed, either as single recruits sent direct from enlistment centers or in groups as transferred in from other camps, composed the material that made up the 55th Engineer Regiment as it was finally organized.

There were six full companies and a headquarters detachment in the organization as perfected. The alphabetically arranged roster of Company "D" from the time of its organization to the date of the compilation of this history, together with information as to the serial number, civil occupation, current enlistment date, assignment to company date, subsequent promotions, transfers out or discharges, is inserted, in so far as it was found available, in tabulated form below:

SERIAL NUMBER	CIVIL NAME	OCCUPATION	DATE OF ENLISTMENT	DATE OF ASSIGNMENTS	PROMOTIONS
2034202	Allen, Darwin	Farmer	Mar. 29, 1918	May 21, 1918	Private
2034204	Allen, Selden P.	Barber	Mar. 29, 1918	May 21, 1918	Pvt. Icl. June 6, '18
2474603	Anastasi, Giuseppe	Laborer	May 25, 1918	July 14, 1918	Private
2042684	Ankiel, John J.	Laborer	April 27, 1918	May 21, 1918	Private
2139331	Anya, George	Decorator	Feb. 24, 1918	April 1, 1918	Cook May 10, 1918
2042066	Badalamenti, Saverio	Riveter	Apr. 26, 1918	May 21, 1918	Private
2047945	Baker, Clarence	Millwright	April 27, 1918	May 21, 1918	Private
					Cook May 26, 1919
2140691	Barrer, James T.	Farmer	Feb. 23, 1918	Apr. 1, 1918	Pvt. Icl. Sept. 15, '18
2139825	Barry, William T.	Painter	Feb. 22, 1918	Apr. 1, 1918	Pvt. Icl. June 26, '18
					Corp. Aug. 3, 1918
					Sgt. Nov. 21, 1918
2139336	Bartsch, Gustav M.	Photo Engr.	Feb. 26, 1918	Apr. 1, 1918	Cook May 10, 1918
2433454	Bauer, Martin W.	Window Trim'er	Apr. 25, 1918	Dec. 23, 1918	Private
2140179	Beckham, Lewis G.	Barber	Feb. 23, 1918	April 1, 1918	Private
1807775	*Bechtel, John S.	Machinist	Feb. 23, 1918	April 1, 1918	Pvt. Icl. June 6, '18
2558805	Bell, Herbert H.	Painter	Feb. 23, 1918	April 1, 1918	Private
2045969	Bernatchez, Edward J.	Carpenter	Apr. 27, 1918	May 21, 1918	Private
2139339	Berwanger, Jake	Horse-shoer	Feb. 22, 1918	April 1, 1918	Private
2139341	Bettler, Ray L.	Painter	Feb. 22, 1918	April 1, 1918	Pvt. Icl. June 6, '18
2046742	Biskupski, Floryan	Frame-worker	Apr. 29, 1918	May 23, 1918	Private
2146234	Black, Harry L.	Watchmaker	Feb. 22, 1918	Apr. 1, 1918	Corp May 1, 1918
					Sgt. May 10, 1918
2042516	*Blackstone, Earl H.	Farmer	April 25, 1918	May 23, 1918	Private
2047583	*Blasingame, Robert L.	Farmer	April 25, 1918	May 23, 1918	Private
I807146	Blazis, Peter	Laborer	Feb. 23, 1918	Apr. 1, 1918	Private
2234210	Begard, Lewis J.	Well-driller	Mar. 29, 1918	May 23, 1918	Private
					Pvt. Icl. Nov. 21, 1918
2036985	Boris, Tony	Laborer	April 4, 1918	May 21, 1918	Private
2890019	Boucher, Jonas	Bridgeman	April 27, 1918	May 24, 1918	Private
1807203	Boulis, Peter W.	Salesman	Feb. 23, 1918	Apr. 1, 1918	Cook Aug. 3, 1918
2045539	Boussneur, John W.	Carpenter	April 25, 1918	May 23, 1918	Private
2139832	*Bowlby, Charles M.	Student	Feb. 25, 1918	May 7, 1918	Pvt. Icl. May 10, 1918
2139994	Brassard, Louis	Railroad Fireman	Feb. 1, 1918	Apr. 1, 1918	Private
2143335	Braaten, Edwin	Farmer	Feb. 25, 1918	Apr. 1, 1918	Private
2019095	Brimelow, Chas. W.	Pat'n M'k'r	Sept. 22, 1917	June 21, 1918	Pvt. Icl. Nov. 1, '18
2034215	Brinkman, John	Farmer	Mar. 28, 1918	May 23, 1918	Pvt. Icl. Sept. 15, '18
2140622	Brockmann, Henry F.	Farmer	Feb. 22, 1918	Apr. 1, 1918	Private
2474627	Brooks, Everett F.	Sec. Foreman	May 25, 1918	July 19, 1918	Private
					Pvt. Icl. June 1, 1919
2034216	Brooks, Lawrence P.	Carpenter	Mar. 28, 1918	May 23, 1918	Private
2140091	*Brose, Gustave B.	Book-binder	Feb. 24, 1918	Apr. 1, 1918	Private
2141280	Brown, Harry M.	Farmer	Feb. 24, 1918	Apr. 1, 1918	Bugler May 1, 1918

SERIAL NUMBER	NAME	CIVIL OCCUPATION	DATE OF ENLISTMENT	DATE OF ASSIGNMENTS	PROMOTIONS
2034354	Brydle, Casper G.,	Truck Driver.	Mar. 29, 1918	May 23, 1918; Pvt. 1cl. June 6, '18 Corp. Nov. 21, 1918 Sgt. June 1, 1919	
2039779	Burhans, Clyde L.,	Telegrapher	Mar. 29, 1918	May 29, 1918 . . . Private	
2141657	Burnquist, David,	Farmer . . .	Feb. 23, 1918	Apr. 1, 1918; Pvt. 1cl. May 10, '18	
2139844	*Carlson, Oscar R.,	Railr'd Foreman	Feb. 25, 1918	Apr. 1, 1918; Pvt. 1cl. May 1, '18 Corp. May 20, 1918 Sgt. June 6, 1918 Sgt. 1cl. Oct. 23, 1918 M. E. Nov. 14, 1918	
2139347	*Clark, Joseph,	Athlete . . .	Feb. 26, 1918	Apr. 1, 1918 . . . Private	
2139351	Clarke, Harry E.,	Farmer . . .	Feb. 24, 1918	Apr. 1, 1918; Corp. May 10, 1918 Sgt. May 20, 1918 Sgt. 1cl. Aug. 3, 1918 1st Sgt. Nov. 14, 1918	
2134356	Clawson, Peter,	Farmer . . .	Mar. 28, 1918	May 23, 1918 . . . Private	
2041941	Cocat, Michael,	Carpenter . . .	April 26, 1918	May 23, 1918 . . . Private Bugler Jan. 1, 1919	
2041751	Copley, George H.,	Carpenter . . .	Apr. 26, 1918	May 23, 1918; Pvt. 1cl. Aug. 3, '18	
2034227	Courtney, Francis E.,	Papermaker.	Mar. 28, 1918	May 23, 1918; Pvt. 1cl. Sept. 15, '18	
2034229	Coxford, Edgar,	Teamster . . .	Mar. 28, 1918	May 23, 1918 . . . Private	
2139349	Crane, William,	Plumber . . .	Feb. 27, 1918	Apr. 1, 1918; Pvt. 1cl. Sept. 15, '18 Corp. Oct. 23, 1918	
2034231	Crippin, Clair,	Framer . . .	Mar. 29, 1918	May 23, 1918 . . . Private	
1807031	Dames, William E.,	Carpenter . . .	Feb. 24, 1918	Apr. 1, 1918; Pvt. 1cl. May 1, '18 Corp. May 20, 1918 Sgt. Oct. 23, 1918 Stable Sgt. Nov. 21, 1918	
2139839	*Davis, Herman C.,	Farmer . . .	Mar. 5, 1918	Apr. 1, 1918 . . . Private	
2044958	DeCoker, Edmond,	Carpenter . . .	Apr. 25, 1918	May 23, 1918; Pvt. 1cl. Nov. 1, '18 Corp. Nov. 21, 1918	
2039230	*De Fields, Alex,	Farmer . . .	Mar. 28, 1918	May 23, 1918; Pvt. 1cl. Sept. 15, '18	
2139317	Degen, Nicklous,	Carpenter . . .	Sept. 18, 1917	Apr. 1, 1918; Cook May 10, 1918 Mess Sgt. Aug. 31, 1918	
2881153	De Mayola, Ernesto,	Draftsman . . .	Mar. 28, 1918	June 19, 1918 . . . Private	
2034237	DePuy, Russel L.,	Farmer . . .	Mar. 28, 1918	May 23, 1918 . . . Private	
1796703	DeVan, Irwin F.,	Machinist . . .	Jan. 2, 1918	Apr. 1, 1918 . . . Private	
2881153	De Mayold, Ernest, R.,	Draftsman . . .	Mar. 28, 1918	May 23, 1918 . . . Private	
2043347	*Dimaria, Antonino,	Laborer . . .	Mar. 28, 1918	May 23, 1918 . . . Private	
2048112	Domingo, Francesco,	Laborer . . .	Apr. 26, 1918	May 23, 1918 . . . Private	
2482784	Donely, Thomas,	Laborer . . .	Apr. 27, 1918	Dec. 23, 1918 . . . Private	
2141461	Driver, William G.,	Farmer . . .	Feb. 21, 1918	Apr. 1, 1918 . . . Private	
1269870	*Duffin, Charles W.,	Laborer . . .	Mar. 28, 1918	May 15, 1918 . . . Private	
2042813	*Dugue, Oswald A.,	Carpenter . . .	Apr. 27, 1918	May 23, 1918 . . . Private	
2141292	Ellefson, Alfred,	Farmer . . .	Feb. 22, 1918	Apr. 1, 1918; Pvt. 1cl. Sept. 15, '18	
2474942	Ercolano, Basile,	Glassworker . . .	May 25, 1918	July 19, 1918 . . . Private	
2139850	Erlandson, Frank G.,	Blacksmith . . .	Feb. 27, 1918	Apr. 1, 1918; Pvt. 1cl. Sept. 15, '18	
2141555	Essick, Warren G.,	Auto-Mech. . .	Feb. 24, 1918	Apr. 1, 1918 . . . Private	
1808276	Felzer, Philip,	Shipper . . .	Feb. 26, 1918	Apr. 1, 1918 . . . Private	
2141112	Fischer, Emil,	Farmer . . .	Feb. 23, 1918	Apr. 1, 1918 . . . Private	
1809594	Fisher, Walter R.,	Decorator . . .	Feb. 26, 1918	Apr. 1, 1918; Pvt. 1cl. May 1, '18 Cook, April 9, 1919	
1809595	Fleming, James P.,	Laborer . . .	Feb. 27, 1918		
1807147	Fogarty, Edward W.,	Carpenter . . .	Feb. 23, 1918	Apr. 1, 1918; Pvt. 1cl. Sept. 15, '18	
2713470	Fothergill, Charles W.,	Pur. Agt. . .	Apr. 25, 1918	May 28, 1918; Pvt. 1cl. June 6, '18 Corp. Nov. 21, 1918	
2043061	*Foti, Francesco,	Laborer . . .	May 23, 1918	Private . . .	
2141297	Foulke, Webb W.,	Mailcarrier . . .	Feb. 24, 1918	Apr. 1, 1918. Pvt. 1cl. Aug. 3, 1918 Corp. Oct. 23, 1918	
2139362	Franson, Albert,	Carpenter . . .	Feb. 26, 1918	Apr. 1, 1918 . . . Private	
2141300	Fritzmeier, Wm. M.,	Garage-man . . .	Feb. 23, 1918	Apr. 1, 1918 . . . Private	
2141671	Frost, Jesse A.,	Mason . . .	Feb. 23, 1918	Apr. 1, 1918. Cook Aug. 3, 1918	
2713252	Furman, Hilliard B.,	Clerk . . .	April 28, 1918	May 28, 1918 . . . Private	
2043686	Gagnon, Archie J.,	Carpenter . . .	April 26, 1918	May 23, 1918. Pvt. 1cl. June 6, '18	

SERIAL NUMBER	CIVIL NAME	OCCUPATION	DATE OF ENLISTMENT	DATE OF ASSIGNMENTS	PROMOTIONS
2043986	*Gall, Gustave A., Const. Foreman	Apr. 26, 1918	May 23, 1918	. . .	Private
2141301	Ganske, Benjamin C., Farmer	Feb. 23, 1918	Apr. 1, 1918	. . .	Private
2043317	Gardisani, Olive, Laborer	Apr. 26, 1918	May 23, 1918	. . .	Private
1809409	Gironi, Guiseppe, Carpenter	Feb. 27, 1918	Apr. 1, 1918	. . .	Private
2140827	Gnaadt, Ernest A., Farmer	Feb. 22, 1918	Apr. 1, 1918	Pvt. Icl. Sept. 15, '18	
2139305	Gnall, George, Steam Shovel Engr.	Sept. 18, 1917	Apr. 1, 1918	Pvt. Icl. May 20, '18	
2041694	Gobel, Frank L., Carpenter	April 26, 1918	May 23, 1918	. . .	Private
2141304	Goldstrand, Gustave, Carpenter	Feb. 24, 1918	Apr. 1, 1918	Pvt. Icl. June 6, 1918	
2111554	Green, Albert, Farmer	Feb. 25, 1918	Apr. 1, 1918	. . .	Private
2046151	Green, Archie R., Farmer	April 27, 1918	May 21, 1918	. . .	Private
1808860	†Gress, Philip S., Carpenter	Feb. 26, 1918	Apr. 1, 1918	. . .	Private
2048106	Griffin, Gerald M., Laborer	April 29, 1918	May 23, 1918	. . .	Private
2139861	Grossman, George A., Auto-mech.	Feb. 25, 1918	Apr. 1, 1918	Pvt. Icl. Aug. 3, '18	
2139365	Grzywinski, Nicholis, Forger	Feb. 27, 1918	Apr. 1, 1918	. . .	Private
2139862	Gustafson, Eric V., Contractor	Feb. 25, 1918	Apr. 1, 1918	Pvt. Icl. June 6, '18	
				Corp. Nov. 21, 1918	
				Sgt. Apr. 17, 1919	
2141306	Hammond, Earl D., Mechanic	Feb. 24, 1918	Apr. 1, 1918	Pvt. Icl. Nov. 1, 1918	
2139866	Hansen, John C., Drayman	Feb. 24, 1918	Apr. 1, 1918	Corp. Apr. 17, 1919	
				Corp. May 20, 1918	
				Sgt. June 6, 1918	
				Sgt. Icl. Nov. 21, 1918	
2038139	Heath, Chas. F., R. R. Clerk	Mar. 28, 1918	May 23, 1918	Pvt. Icl. Nov. 11, '18	
				Corp. Nov. 21, 1918	
1806980	Hecker, William, Clerk	Feb. 23, 1918	Apr. 1, 1918	Pvt. Icl. June 6, 1918	
1806018	†Heffner, John D., Machinist	Feb. 23, 1918	Apr. 1, 1918	. . .	Private
2140686	*Herbeck, Anton P., Plasterer	Feb. 26, 1918	Apr. 1, 1918	. . .	Private
2141543	Helland, Berthold J., Farmer	Feb. 23, 1918	Apr. 1, 1918	. . .	Private
2044985	Hilgendorf, Arthur F., Millwright	Apr. 25, 1918	May 23, 1918	. . .	Private
2139376	Himberg, Thorvald, Woodsman	Feb. 24, 1918	Apr. 1, 1918	Pvt. Icl. May 20, '18	
2139870	*Hinz, Harry, Bookkeeper	Feb. 26, 1918	Apr. 1, 1918	Corp. May 10, 1918	
				Sup. Sgt. May 20, 1918	
2141310	*Hoeksema, Edward, Farmer	Feb. 23, 1918	Apr. 1, 1918	. . .	Private
2041272	Hoebke, Corneal, Machinist	Apr. 15, 1918	May 29, 1918	Pvt. Icl. Apr. 19, '19	
1673218	Hole, Roger M., Student	Feb. 15, 1918	Dec. 4, 1918	. . .	Private
2139377	*Holloran, Francis W., Draftsman	Feb. 25, 1918	Apr. 1, 1918	Pvt. Icl. May 10, '18	
				Corp. May 10, 1918	
				Sgt. Maj. Aug. 1, 1918	
2034258	Horney, Frederick E., Farmer	Mar. 29, 1918	May 21, 1918	Pvt. Icl. June 6, '18	
2046916	Howe, Wesley, Laborer	April 28, 1918	May 23, 1918	. . .	Private
2139873	Hundermark, Wm., Bridge-builder	Feb. 25, 1918	Apr. 1, 1918	Pvt. Icl. Sept. 15, '18	
2141313	Hutchens, Clayto, Bridge Cpt.	Feb. 24, 1918		Private Aug. 14, 1918	
2034261	Ickes, Jesse, Farmer	Mar. 29, 1918	Apr. 1, 1918	Pvt. Icl. June 6, 1918	
2139860	Jackson, Chas. E., Salesman	Feb. 26, 1918	May 21, 1918	. . .	Private
				Apr. 1, 1918	
				Corp. May 1, 1918	
				Sgt. May 10, 1918	
				Sgt. Icl. June 6, 1918	
2139876	Jackson, Frank J., Lithographer	Feb. 25, 1918	Apr. 1, 1918	Pvt. Icl. May 10, 1918	
				Corp. May 20, 1918	
				Sgt. Oct. 23, 1918	
2139381	*Janusewski, Robert, Farmer	Feb. 25, 1918	Apr. 1, 1918	. . .	Private
2139383	Jenson, John, Well-driller	Feb. 22, 1918	Apr. 1, 1918	. . .	Private
2139880	Jertson, Nels, Mechanic	Feb. 24, 1918	Apr. 1, 1918	. . .	Private
2139384	*Johnson, Albion K., Millwright	Feb. 25, 1918	Apr. 1, 1918	Pvt. Icl. May 20, '18	
2139391	*Johnson, Axel B., Teacher	Feb. 25, 1918	May 13, 1918	Pvt. Icl. May 13, '18	
				Corp. May 20, 1918	
				Sgt. June 6, 1918	
				Sgt. Icl. June 14, 1918	
2130988	Johnson, John, Carpenter	Apr. 28, 1918	Dec. 23, 1918	. . .	Private
2140831	Johnson, Juul I., Well-driller	Feb. 22, 1918	Apr. 1, 1918	Pvt. Icl. Sept. 15, '18	
2047614	Johnson, Walter A., Athletic Director	April 29, 1918	May 23, 1918	Corp. June 6, 1918	
				Sgt. June 14, 1918	
				Sgt. Icl. Aug. 3, 1918	
53945	Jones, Thomas R., Farmer	Feb. 23, 1918	Apr. 1, 1918	. . .	Private

SERIAL NUMBER	CIVIL NAME	OCCUPATION	DATE OF ENLISTMENT	DATE OF ASSIGNMENTS	PROMOTIONS
2141317	Jorgenson, Christ R., Farmer	. . .	Feb. 23, 1918	Apr. 1, 1918 . . .	Private
2139386	Kortes, Bernard, Clerk	. . .	Feb. 24, 1918	Apr. 1, 1918 . . .	Private
2045251	*Karkowski, Peter, Laborer	. . .		May 23, 1918 . . .	Private
2047191	Keely, Wm. T., Laborer	. . .	April 30, 1918	May 23, 1918 . . .	Private
2140690	Kensok, Joseph M., Farmer	. . .	Feb. 23, 1918	Apr. 1, 1918 . . .	Private
2140203	Kersting, Charles N., Woodsman	. . .	Feb. 26, 1918	Apr. 1, 1918, Pvt. Icl. June 6, 1918 Cook, May 1, 1919	
2139885	King, James, Horse-man	. . .	Feb. 22, 1918	Apr. 1, 1918, Pvt. Icl. Aug. 3, 18 Corp., Oct. 23, 1918	
2141322	Kinsey, Charlie L., Farmer	. . .	Feb. 23, 1918	Apr. 1, 1918, Pvt. Icl. June 1, 19	
1808282	Klarnetsky, Israel A., Clerk	. . .	Feb. 26, 1918	Apr. 1, 1918 . . .	Private
2141324	*Klein, Gradus G., Farmer	. . .	Feb. 24, 1918	Apr. 1, 1918, Pvt. Icl. Nov. 1, 18	
2141132	*Klopping, Victor A., Farmer	. . .	Feb. 25, 1918	Apr. 1, 1918, Pvt. Icl. May 10, 18	
2139389	Koch, Irving H., Saddler	. . .	Feb. 28, 1918	Apr. 1, 1918 . . .	Private
2044921	Koenen, George G., Carpenter	. . .	Apr. 29, 1918	May 23, 1918, Pvt. Icl. Nov. 1, 18	
2028892	Korzau, Stanley, Laborer	. . .	Dec. 19, 1917	May 21, 1918 . . .	Private
2139309	*Kraft, Eugene C., Machinist	. . .	Sept. 18, 1917	Apr. 1, 1918, Pvt. Icl. May 1, 18 Corp., May 10, 1918 Sgt., Aug. 3, 1918 M. E., Nov. 14, 1918	
2047176	Kressin, William A., Carpenter	. . .	Apr. 27, 1918	May 21, 1918, Pvt. Icl. Sept. 15, 18	
2139393	†Krohn, Oscar N., Farmer	. . .	Feb. 24, 1918	Apr. 1, 1918 . . .	Private
2040991	Lang, John D., Crane Operator	. . .	Apr. 10, 1918	May 8, 1918 . . .	Private
1795901	Lawler, James J., Engineer	. . .	Feb. 25, 1918	Apr. 1, 1918 . . .	Private
2141328	Lecas, Gus E., Athlete	. . .	Feb. 5, 1918	Apr. 1, 1918 . . .	Private
2139894	*Lee, John W., Farmer	. . .	Feb. 24, 1918	Apr. 1, 1918 . . .	Private
1808268	Leshner, Samuel, Carpenter	. . .	Feb. 26, 1918	Apr. 1, 1918 . . .	Private
2046639	Levington, Charles W., Laborer	. . .	Apr. 29, 1918	May 21, 1918 . . .	Private
2142491	Lien, John C., Carpenter	. . .	Feb. 25, 1918	Apr. 1, 1918, Pvt. Icl. May 10, 18	
2139395	Lincoln, George E., Mechanic	. . .	Feb. 22, 1918	Apr. 1, 1918, Pvt. Icl. May 10, 18	
2141129	*Lindenmayer, E. L., P. O. Clk	. . .	Feb. 22, 1918	Apr. 1, 1918 . . .	Private
2141335	Lund, Ole K., Engineer	. . .	Feb. 24, 1918	Apr. 1, 1918, Pvt. Icl. May 20, 18	
2141697	†Lundein, John A., Farmer	. . .	Feb. 24, 1918	Apr. 1, 1918 . . .	Private
2141698	Lundeen, Victor E., Farmer	. . .	Feb. 24, 1918	Apr. 1, 1918 . . .	Private
2041248	Lutz, Cyrus, Farmer	. . .	April 15, 1918	May 29, 1918 . . .	Private
2146507	*Lyon, Fred R., Teacher	. . .	Feb. 23, 1918	May 13, 1918, Pvt. Icl. May 20, 18 Corp., June 1, 1819	
2139398	Mabie, Gomer, Miner	. . .	Feb. 23, 1917	Apr. 1, 1918 . . .	Private
2047673	Main, John, Laborer	. . .	April 26, 1918	May 23, 1918, Pvt. Icl. Aug. 3, 18	
2028899	Makauhkas, William, Miner	. . .	Nov. 19, 1917	May 29, 1918 . . .	Private
2139900	Maltzen, Harry, Farmer	. . .	Feb. 25, 1918	May 8, 1918 . . .	Private
2028900	Mancuso, Joe, Miner	. . .	Nov. 18, 1917	May 21, 1918 . . .	Private
2044586	*Mapes, Vernie A., Teamster	. . .	April 29, 1918	May 23, 1918 . . .	Private
2044577	Maranzano, Stefano, Moulder	. . .	April 26, 1918	May 23, 1918, Pvt. Icl. Sept. 15, 18	
2140987	Marsh, John A., Plumber	. . .	Feb. 22, 1918	Apr. 1, 1918, Pvt. Icl. May 1, 18 Corp., May 10, 1918	
2139901	Marsh, Royal R., Musician	. . .	Feb. 25, 1918	Apr. 1, 1918, Corp., May 1, 1918	
2146295	Marshall, William D., Farmer	. . .	Feb. 23, 1918	Apr. 1, 1918, Pvt. Icl. May 20, 18	
2140839	Mathis, Garrie A., Farmer	. . .	Feb. 23, 1918	Apr. 1, 1918, Pvt. Icl. Sept. 15, 18 Wagoner, Nov. 1, 1918	
1809696	Matson, Edwin, Carpenter	. . .	Feb. 26, 1918	Apr. 1, 1918 . . .	Private
2139404	Mayo, William D., Teacher	. . .	Feb. 27, 1918	Apr. 1, 1918, Corp., May 1, 1918 Sgt., Oct. 23, 1918	
2038902	Massina, Guiseppe, Laborer	. . .	Nov. 18, 1917	May 29, 1918 . . .	Private Pvt. Icl. June 1, 1919
2035049	Michaelis, George H., Laborer	. . .	Mar. 29, 1918	May 8, 1918 . . .	Private
2136741	*Michels, Otto K., Musician	. . .	Feb. 24, 1918	May 25, 1918, Cook, Oct. 23, 1918	
2139409	Milender, George W., Farmer	. . .	Feb. 22, 1918	Apr. 1, 1918 . . .	Private
2140840	Miller, Alfred O., Farmer	. . .	Feb. 27, 1918	Apr. 1, 1918, Pvt. Icl. Sept. 15, 18 Wagoner, Nov. 1, 1918	
2028903	Mirecki, Wladyslaw, Miner	. . .	Nov. 19, 1917	May 21, 1918 . . .	Private
2139411	Molitor, Joseph A., Musician	. . .	Feb. 26, 1918	Apr. 1, 1918, Pvt. Icl. May 10, 18 Corp., Oct. 23, 1918	
2139909	Molleston, Carl T., Drummer	. . .	Feb. 25, 1918	Apr. 1, 1918, Pvt. Icl. June 6, 18 Corp., Oct. 23, 1918	

SERIAL NUMBER	CIVIL NAME	CIVIL OCCUPATION	DATE OF ENLISTMENT	DATE OF ASSIGNMENTS	PROMOTIONS
2042782	Morenz, August	Carpenter	Aug. 27, 1917	May 23, 1918. Pvt. 1cl., Aug. 3, '18	
2140167	*Mouw, Albert A.	Bookkeeper	Feb. 27, 1918	Apr. 1, 1918 . . . . .	Private
2140842	*Mrozek, Frank S.	Chauffeur	Feb. 26, 1918	Apr. 1, 1918 . . . . .	Private
2028904	Mrzygud, Anthony	Soldier	Nov. 21, 1917	May 29, 1918 . . . . .	Private
2043729	McCaull, John H.	Carpenter	April 29, 1918	May 23, 1918 . . . . .	Private
2019171	McIsaac, Edwin	See, Foreman	April 28, 1918	May 23, 1918 . . . . .	Private
2141128	McKeever, Benjamin H.	Farmer	Feb. 23, 1918	Apr. 1, 1918 . . . . .	Private
1139906	McKusick, Charles W.	Machinist	Feb. 25, 1918	Apr. 1, 1918. Pvt. 1cl., May 10, '18	
2044122	McLouth, Arthur	Mechanic	April 26, 1918	July 19, 1918 . . . . .	Private
2139916	Nelson, Wm. C.	Auto Assembly	Feb. 25, 1918	May 13, 1918. Corp. June 6, 1918	
*Nicolaisen, Henry B., Carpenter					
2139417	Nielson, Kai E.	Painter	Feb. 26, 1918	Dec. 23, 1918. Corp., Feb. 1, 1918	
2043352	Nolan, Wm. R.	Student	Feb. 25, 1918	Apr. 1, 1918. Pvt. 1cl., Sept. 15, '18	
2139918	Nordwall, Anton	Carpenter	Feb. 25, 1918	May 13, 1918. Pvt. 1cl., May 20, '18	
				May 8, 1918. Pvt. 1cl., Sept. 15, '18	
2049554	*Nyquist, Claus A.	See, Foreman	April 28, 1918	May 23, 1918. Corp., Aug. 3, 1918	
				Sgt., Nov. 21, 1918	
2046474	Ombry, Joseph	Laborer	April 29, 1918	May 23, 1918 . . . . .	Private
2035019	Olejniczak, Joseph F.	Crane Opr.	Mar. 29, 1918	May 8, 1918. Pvt. 1cl., Sept. 15, '18	
				Wagoner. Oct. 1, 1918	
2145631	*Otis, Glenn L.	Optometrist	Feb. 23, 1918	May 8, 1918 . . . . .	Private
1319923	Pahdem, Herman C.	Decorator	Feb. 26, 1918	Apr. 1, 1918. Pvt. 1cl., May 20, 1918	
2028909	Pancrazio, Re	Laborer	Dec. 21, 1917	May 29, '18. Pvt. 1cl., Sept. 15, '18	
2141353	*Palmer, Wm. C.	Mechanic	Feb. 26, 1918	Apr. 1, 1918 . . . . .	Private
2045805	Parks, Edwin A.	Cement Finisher	Apr. 29, 1918	May 23, 1918 . . . . .	Private
2139924	Pederson, Oscar J.	Lbr. Yd. Mgr.	Feb. 23, 1918	May 8, 1918. Pvt. 1cl., June 6, '18	
1807242	Pearlstein, Louis	Contractor	Feb. 24, 1918	Apr. 1, 1918. Pvt. 1cl., May 1, '18	
				Corp., May 10, 1918	
				Sgt., May 20, 1918	
				Supply Sgt., June 1, 1919	
2139925	*Pepmuller, Fred W.	Painter	Feb. 25, 1918	Apr. 1, 1918 . . . . .	Private
2139440	Peterson, John A.	Chauffeur	Feb. 25, 1918	Apr. 1, 1918 . . . . .	Private
2141710	Peterson, John E.	Engineer	Feb. 23, 1918	Apr. 1, 1918. Pvt. 1cl., Aug. 3, '18	
				Wagoner. Nov. 1, 1918	
2141711	Peterson, George G.	Engineer	Feb. 23, 1918	Apr. 1, 1918 . . . . .	Private
2141355	Peterson, Sigurd	Farmer	Feb. 23, 1918	Apr. 1, 1918 . . . . .	Private
2140070	Peterson, Wm. L.	School Supt.	Feb. 22, 1918	Apr. 1, 1918. Pvt. 1cl., May 1, '18	
				Corp., June 6, 1918	
				Sgt., Aug. 3, 1918	
2139928	*Phifer, Earl W.	Barber	Mar. 5, 1918	Apr. 1, 1918 . . . . .	Private
2034415	Philips, Dan A.	Teamster	Mar. 29, 1918	May 29, '18. Pvt. 1cl., Sept. 15, '18	
1803240	*Piccinni, Donato	Carpenter	Feb. 27, 1918	Apr. 1, 1918 . . . . .	Private
2034344	Picchottino, Michael A.	Farmer	Mar. 29, 1918	May 29, '18. Pvt. 1cl., Sept. 15, '18	
2141357	†Pleckde, Frank H.	Boilermaker	Feb. 25, 1918	Apr. 1, 1918 . . . . .	Private
2028913	Polo, William A.	Farmer	Nov. 19, 1917	May 21, 1918 . . . . .	Private
2041260	Poll, Benjamin	Carpenter	April 15, 1918	May 29, 1918 . . . . .	Private
2028914	Poma, Sam	Laborer	Nov. 18, 1917	May 29, 1918 . . . . .	Private
2142075	Powell, Chas. Jones	Plumber	April 1, 1918	Dec. 23, 1918 . . . . .	Private
89159	Powier, Pierrie A.	Carpenter	May 10, 1918	May 18, 1918. Pvt. 1cl., Nov. 1, '18	
				Corp., Nov. 21, 1918	
2036996	Rashkowski, Frank	Laborer	April 2, 1918	May 29, 1918 . . . . .	Private
2140046	Reeves, Chester	Miner-Clerk	Jan. 31, 1918	Apr. 1, 1918. Pvt. 1cl., May 1, '18	
2034297	Reynolds, Frank	Farmer	Mar. 29, 1918	May 29, 1918 . . . . .	Private
2036774	Risinger, Kirby W.	Laborer	April 2, 1918	May 8, 1918 . . . . .	Private
2141548	†Robinson, Charles L.	Engineer	Feb. 23, 1918	Apr. 1, 1918 . . . . .	Private
2140850	Rock, Martin A.	Farmer	Feb. 23, 1918	Apr. 1, 1918. Pvt. 1cl., June 6, '18	
				Corp., Nov. 21, 1918	
2041989	Roenisch, Herbert	Carpenter	April 26, 1918	May 23, 1918 . . . . .	Private
2049038	Romes, Toney	Laborer	April 29, 1918	May 23, 1918 . . . . .	Private
2139435	*Rothrock, Benj. F.	Tractor Salesman	Feb. 23, 1918	Apr. 1, 1918. Corp., May 1, 1918	
				Sgt., May 10, 1918	
				1st. Sgt., May 10, 1918	
				M. E., Nov. 14, 1918	
2028921	Rukonen, Otto	Miner	Nov. 18, 1917	May 21, 1918 . . . . .	Private

SERIAL NUMBER	CIVIL NAME	OCCUPATION	DATE OF ENLISTMENT	DATE OF ASSIGNMENTS	PROMOTIONS
2139437	Runmark, John, Artificial Limb-maker		Feb. 25, 1918	Apr. 1, '18. Pvt. Icl. Sept. 15, '18	
2047625	St. Aubin, Henry L., Laborer		April 29, 1918	May 23, '18. Pvt. Icl. Aug. 3, '18	
1805095	Sama, Guiseppe, Fireman		Mar. 2, 1918	Apr. 1, 1918 . . . . .	Private
1808716	Sando, William G., Carpenter		Feb. 25, 1918	Apr. 1, 1918. Pvt. Icl. June 6, '18 Corp., Aug. 3, 1918 Sgt., Nov. 21, 1918	
2044598	Schaibly, Ezra E., Carpenter		April 29, 1918	May 23, 1918 . . . . .	Private
1139914	Schmidt, Edw. A., Harnessmaker		Feb. 25, 1918	Apr. 1, 1918 . . . . .	Private
2139935	Schmidt, Louis H., Blacksmith		Feb. 24, 1918	Apr. 1, '18. Horseshoer, Nov. 1, '18	
1807469	Schmidt, Raymond W., Clerk		Feb. 24, 1918	Apr. 1, '18. Pvt. Icl. Sept. 15, '18	
2044144	Schmitt, Joseph H., Carpenter		April 27, 1918	May 23, 1918 . . . . .	Private
1141371	†Schmitz, Peter J., Granitecutter		Feb. 23, 1918	Apr. 1, 1918 . . . . .	Private
2140072	Schwanke, Chas. A., Painter		Feb. 22, 1918	Apr. 1, 1918 . . . . .	Private
2146222	Shepard, Daniel H., Painter		Jan. 22, 1918	Apr. 1, '18. Corp., May 1, 1918	
1807504	Sheridan, Edwin C., Millwright		Feb. 24, 1918	Apr. 1, '18. Pvt. Icl. Sept. 15, 1918	
2423743	Shook, Herbert A., Farmer		Mar. 28, 1918	Dec. 23, 1918 . . . . .	Private
1806999	*Shook, Oley F., Engineer		Feb. 23, 1918	Apr. 1, 1918 . . . . .	Private
2028929	Slulach, John, Laborer		Dec. 21, 1917	May 21, 1918 . . . . .	Private
2141377	Sinna, Andrew, Engineer		Feb. 24, 1918	Apr. 1, 1918 . . . . .	Private
2141578	Smith, George W., Student		Feb. 24, 1918	Apr. 1, 1918. Pvt. Icl. May 1, '18 Corp., May 10, 1918 Sgt., May 20, 1918	
2044885	Smith, Jasper L., Carpenter		April 29, 1918	May 23, 1918 . . . . .	Private
2015825	Snyder, Frank E., Carpenter		April 29, 1918	May 23, 1918 . . . . .	Private
214569	Snyder, Rodney V., Farmer		Feb. 24, 1918	Apr. 1, 1918 . . . . .	Private
2137284	Solsaa, Edwin, Thresher		Feb. 26, 1918	May 8, 1918 . . . . .	Private
				Pvt. Icl. June 1, 1919	
1807464	Spence, Robert W., Engineer		Feb. 21, 1918	Apr. 1, 1918. Corp., June 6, 1918 Sgt., Aug. 3, 1918	
				Sgt. Icl., Nov. 21, 1918	
2041266	Splitstone, Raymond J., Farmer		April 15, 1918	May 29, 1918 . . . . .	Private
2139448	Spragg, Alfred W., Teamster		Feb. 25, 1918	Apr. 1, 1918 . . . . .	Private
12139941	*Stableski, Joseph, Leatherworker		Mar. 5, 1918	Apr. 1, 1918 . . . . .	Private
2139449	Stevens, Wm. A., Watchmaker		Feb. 23, 1918	Apr. 1, '18. Pvt. Icl. May 20, '18	
2047393	Stich, Albert A., Carpenter		April 27, 1918	May 23, 1918 . . . . .	Private
				Pvt. Icl. Nov. 21, 1918	
				Corp., Apr. 1, 1918	
2140855	Stookesberry, E. H., Mechanic		Feb. 22, 1918	Apr. 1, 1918 . . . . .	Private
				Pvt. Icl. June 1, 1918	
2140705	Strobel, Chas. J., Farmer		Feb. 22, 1918	Apr. 1, 1918 . . . . .	Private
2140706	Stuckman, Harold, Farmer		Feb. 22, 1918	Apr. 1, 1918 . . . . .	Private
				Pvt. Icl. Apr. 19, 1918	
				Corp., June 1, 1919	
1807525	*Suplicki, Zygmunt, Bookkeeper		Feb. 25, 1918	Apr. 1, 1918 . . . . .	Private
2139947	Swanson, Wm. F., Artist		Feb. 27, 1918	Apr. 1, '18. Pvt. Icl. Aug. 3, '18 Corp., Nov. 21, 1918	
2041243	Tannewitz, Joseph E., Farmer		April 15, 1918	May 29, 1918 . . . . .	Private
2043123	Tatti, Thomas, St. Car. Con.		April 26, 1918	May 23, 1918. Pvt. Icl. Sept. 15, '18	
2139454	Teders, Henry J., Carpenter		Feb. 24, 1918	Apr. 1, 1918. Cook, Aug. 3, '18	
2040064	Teets, Roscoe H., Painter		Feb. 22, 1918	Apr. 1, 1918. Corp., May 1, '18 Sgt., June 1, 1918	
1806469	Tesche, Theodore L., Carpenter		Feb. 23, 1918	Apr. 1, 1918 . . . . .	Private
2140063	Thayer, Wm. H. H., Miner		Feb. 22, 1918	Apr. 1, 1918. Pvt. Icl. May 20, '18 Corp., June 6, 1918 Sgt., Oct. 23, 1918	
2139455	Thieman, Albert J., Saw-Mill Man		Feb. 26, 1918	Apr. 1, 1918. Pvt. Icl. May 10, '18 Corp., May 20, 1918	
2016712	Thomas, Clyde H., Farmer		April 15, 1918	May 29, '18. Pvt. Icl. Sept. 15, '18	
2141384	*Thompson, Harry H., Machinist		Feb. 24, 1918	Apr. 1, '18. Pvt. Icl. Sept. 15, '18	
1808974	Tigue, James, Laborer		Feb. 23, 1918	Apr. 1, 1918 . . . . .	Private
				Wagoner, Nov. 1, 1918	
2034322	Tio, Alfred F., Farmer		Mar. 29, 1918	May 29, 1918 . . . . .	Private
2028935	Tomeki, George, Waiter		Nov. 19, 1917	May 21, 1918 . . . . .	Private
2141387	Tompkins, Lonnie P., Bridgeman		Feb. 24, 1918	Apr. 1, 1918. Pvt. Icl. Sept. 15, '18	

SERIAL NUMBER	CIVIL NAME	OCCUPATION	DATE OF ENLISTMENT	DATE OF ASSIGNMENTS	PROMOTIONS
2028936	*Topolski, Albert	Laborer	. . . . .	May 29, 1918 . . . . .	Private
2140152	Underwood, Ralph S.	Student	Feb. 23, 1918	Apr. 1, '18. Pvt. Icl., May 10, '18	
2139457	Unruh, Herman F.	Farmer	Feb. 26, 1918	Apr. 1, 1918 . . . . .	Private
2047127	Urbanowski, Stanley	Press Op.	April 29, 1918	May 23, 1918 . . . . .	Private
2139458	VanRoekel, William	Teacher	Feb. 26, 1918	Apr. 1, '18. Pvt. Icl., Sept. 15, '18	
2139459	Varey, Mark E.	Farmer	Feb. 23, 1918	Apr. 1, 1918 . . . . .	Private
2139461	Wahlig, Charles E.	Photographer	Feb. 23, 1918	Apr. 1, '18. Pvt. Icl., May 10, '18	
2049092	Wallace, Lloyd L.	Carpenter	April 26, 1918	May 23, 1918 . . . . .	Private
2140710	Warner, Alfred R.	Farmer	Feb. 23, 1918	Apr. 1, 1918 . . . . .	Private
2043668	Watt, Robert	Carpenter	. . . . .	May 23, 1918 . . . . .	Private
2139468	Welsh, Mike	Laborer	. . . . .	Apr. 1, 1918 . . . . .	Private
2141391	Wetterlind, Ernest G.	Teamster	Feb. 22, 1918	Apr. 1, '18. Pvt. Icl., Sept. 15, '18	
2049348	*Witchuk, Adam D.	Laborer	. . . . .	May 23, 1918 . . . . .	Private
2043323	Woods, Oscar W.	Carpenter	April 26, 1918	May 23, 1918 . . . . .	Private
2046435	*Zeller, Robert	Laborer	. . . . .	May 23, 1918 . . . . .	Private

† Indicates discharges.

\* Indicates transfers out.

## DISCHARGES

Gross, Philip S.	. . . . .	May 21, 1918	. . . . .	Physically	Unfit
Heffner, John D.	. . . . .	May 2, 1918	"	"	"
Krohn, Oscar N.	. . . . .	May 7, 1918	"	"	"
Lundoen, John A.	. . . . .	May 2, 1918	"	"	"
Pletke, Frank H.	. . . . .	May 20, 1918	"	"	"
Robinson, Charles L.	. . . . .	May 2, 1918	"	"	"
Schmitz, Peter W.	. . . . .	May 24, 1918	"	"	"

## TRANSFERS

Bechtel, John S.	. . . . .	June 20, 1918	Depot Brigade, Camp Custer, Mich.		
Blackstone, Earl H.	. . . . .	June 28, 1918	Camp Merritt Hospital, Camp Merritt, N. J.		
Blasingame, Robert L.	. . . . .	May 31, 1919	Engr. Repl., Camp Humphreys, Va.		
Bowlby, Charles M.	. . . . .	May 1, 1919	First Replacement Depot St. Aignan.		
Brose, Gustave B.	. . . . .	June 15, 1918	Depot Brigade, Camp Custer, Mich.		
Carlson, Oscar R.	. . . . .	Nov. 13, 1918	Regt. Hq. Det., Cievres, France.		
Clark, Joseph	. . . . .	May 31, 1918	Engr. Replacement, Camp Humphreys, Va.		
Davis, Herman C.	. . . . .	June 15, 1918	Depot Brigade, Camp Custer, Mich.		
De Fields, Alex	. . . . .	Jan. 7, 1919	First Replacement Depot St. Aignan.		
Demaria, Antonino	. . . . .	May 31, 1918	Engr. Replacement, Camp Humphreys, Va.		
DeVowe, Ernest	. . . . .	June 20, 1918	Depot Brigade, Camp Custer, Mich.		
Duffin, Charles W.	. . . . .	June 15, 1918	Depot Brigade, Camp Custer, Mich.		
Dugue, Oswald	. . . . .	Feb. 3, 1919	First Replacement Depot St. Aignan.		
Foti, Francesco	. . . . .	June 29, 1918	Hospital, Hoboken, N. Y.		
Gall, Gustave A.	. . . . .	May 6, 1919	First Replacement Depot St. Aignan.		
Herbeck, Anton P.	. . . . .	May 31, 1918	Engr. Replacement, Camp Humphreys, Va.		
Hinz, Harry	. . . . .	June 1, 1919	Regt. Hq. Det., Cievres, France.		
Hoeksema, Edward	. . . . .	June 30, 1918	Engr. Replacement, Camp Custer, Mich.		
Holloran, Francis W.	. . . . .	July 28, 1918	Regt. Hq. Det., Cievres, France.		
Januszewski, Robert	. . . . .	May 19, 1919	First Replacement Depot St. Aignan.		
Johnson, Albion K.	. . . . .	May 1, 1919	First Replacement Depot St. Aignan.		
Johnson, Axel B.	. . . . .	Aug. 3, 1918	Army Candidates School, Langers, France.		
Karkowski, Peter	. . . . .	Sept. 15, 1918	Base Hospital No. 9, Camp Montierchaume, France		
Klein, Gradis G.	. . . . .	May 17, 1919	Am. Post. Expr. Service.		
Klopping, Victor A.	. . . . .	Aug. 21, 1918	Motor Transportation, 1st Army Corps.		
Koch, Irving A.	. . . . .	May 31, 1918	Engr. Replacement, Camp Humphreys, Va.		

Kraft, Eugene C. . . . .	Nov. 13, 1918	Regt. Hq. Det., Givres, France.
Lee, John W. . . . .	Sept. 30, 1918	Motor Transportation, 1st Army Corps.
Lindemann, Ernest L. . . . .	Feb. 15, 1919	First Replacement Depot St. Aignan.
Lyon, Fred R. . . . .	Sept. 30, 1918	Army Candidates School, Samur France.
Mapes, Vernie A. . . . .	April 15, 1919	First Replacement Depot St. Aignan.
Michels, Otto K. . . . .	May 23, 1919	First Replacement Depot St. Aignan.
Morenz, August . . . . .	May 17, 1919	First Replacement Depot St. Aignan.
Mouw, Albert A. . . . .	April 22, 1918	Base Hospital, Camp Custer, Mich.
Mrozek, Frank . . . . .	May 31, 1918	Engr. Replacement, Camp Humphreys, Va.
Nicolaisen, Henry B. . . . .	April 10, 1919	Regt. Hq. Det., Givres, France.
Nyquist, Claus A. . . . .	April 16, 1919	First Replacement Depot St. Aignan.
Otis, Glenn L. . . . .	May 31, 1918	Engr. Replacement, Camp Humphreys, Va.
Palmer, William C. . . . .	May 31, 1918	Engr. Replacement, Camp Humphreys, Va.
Pepmueller, Fred W. . . . .	June 15, 1918	Depot Brigade, Camp Custer, Mich.
Phifer, Earl W. . . . .	June 20, 1918	Depot Brigade, Camp Custer, Mich.
Piccinni, Donato . . . . .	June 15, 1918	Depot Brigade, Camp Custer, Mich.
Popolski, Albert . . . . .	June 18, 1918	Depot Brigade, Camp Custer, Mich.
Rothrock, Benjamin F. . . . .	Nov. 13, 1918	Regt. Hq. Det., Givres, France.
Shook, Oley F. . . . .	Nov. 8, 1918	Base Hospital No. 9, Camp Montierchaume, France
Splitstone, Raymond J. . . . .	April 12, 1919	First Replacement Depot St. Aignan.
Stableski, Joseph . . . . .	May 29, 1918	Auxiliary Remount Depot, Camp Custer, Mich.
Suplicki, Zygmunt . . . . .	April 22, 1913	Base Hospital, Camp Custer, Mich.
Thompson, Harry H. . . . .	Feb. 5, 1919	First Replacement Depot St. Aignan.
Wahlig, Charles E. . . . .	Oct. 19, 1918	Base Hospital No. 9, Camp Montierchaume, France
Witchuk, Adam V. . . . .	May 31, 1918	Engr. Replacement, Camp Humphreys, Va.
Zeller, Robert . . . . .	May 31, 1918	Engr. Replacement, Camp Humphreys, Va.

## PART II

### *(Chronological History)*

**I**N a history of any company of the 55th Engineers we feel that two Regimental Orders ought to be presented intact. Special Order No. 1 issued at Headquarters 55th Engineers, March 26, 1918, is as follows:

Par. 1. For the purpose of temporary organization, the men of the 55th Engineers will be divided into three companies to be known respectively as "A," "B" and "C."

2. The officers assigned to temporary duty with the 55th Engineers will assume duty as follows:

Lieut. D. H. Plank is appointed Acting Adjutant.

Lieut. F. H. Parnell is appointed Acting Supply Officer.

Captain John M. Snead, Commanding Officer Co. "A."

Captain H. B. Wilson, Commanding Officer Co. "B."

Captain E. D. Van Loben Sels, Commanding Officer Co. "C."

3. Barracks were assigned as follows:

Regimental Headquarters.....Building No. 46

Company "A".....".....No. 29, 32, 43

Company "B".....".....No. 28, 47, 79

Company "C".....".....No. 50, 51, 83

Officers' Quarters.....".....No. 40 (East Half)

4. Regimental and company offices will be as follows:

Regimental Headquarters.....Building No. 46

Company "A".....".....No. 43

Company "B".....".....No. 47

Company "C".....".....No. 50

*By Order of Captain Sourine:*

D. H. Plank,  
1st Lt. E. R. C.  
Adjutant.

Special Order No. 2 issued at Headquarters 55th Engineers, March 27, 1918, reads:

1. We have just received information that 1,071 men of the 55th Engineers will arrive early on the morning of the 28th. The first train will probably arrive on spur No. 1 near "A" heating plant between four and five o'clock on the morning of Thursday the 28th.

*By Order of Captain Sourine:*

D. H. Plank,  
1st Lt. E. R. C.  
Adjutant

Following these orders nothing of particular interest to Company "D" men appears until order No. 7 was issued. Part of that order dated March 29, 1918. Headquarters 55th Engineers is as follows:

1. Lieut. Best is appointed Commanding Officer of Company "C," 55th Engineers.

*By Command of Captain Van Loben Sels:*

J. S. Elwell,  
1st Lt. E. R. C.  
Regt. Adjutant.



A CORNER OF CAMP VATAN



CAMP CUSTER BASE HOSPITAL, CAMP CUSTER, MICH.



A CORNER OF CAMP CUSTER

Order No. 9 issued at Headquarters 55th Engineers, March 30, 1918, provides in part:

1. The following named men of the 310th Engineers, now on duty with the 55th Engineers, are assigned to duty as follows:

COMPANY "C"

Sergeant Kurth	Corporal Johnson
Corporal Page	Corporal Mills
Corporal Robinson	Private Westbrook
Private Mandafield	Private Johnsmiller

*By Command of Captain Van Loben Sels:*

J. S. Elwell,  
1st Lt. E. R. C.  
Regt. Adjutant.

Special Order No. 10, issued March 30, 1918, provided:

1. Until further notice Evening Mess will be at 5:00 P. M.

(Signed same as order No. 9.)

Special Order No. 11, paragraph 1 to 7 inclusive, divided the men already assigned to the regiment into 7 companies, to be known as "A" to "F" inclusive, and Headquarters Company. This order gave Company "D" its first 162 men.

*By Order of Colonel Daley:*

J. S. Elwell,  
1st Lt. E. R. C.  
Regt. Adjutant.

Special Order No. 12, issued at Headquarters 55th Engineers, April 1, 1918, states in paragraph 3: "In accordance with instructions from Regimental Surgeon, all Mess Kits will be sterilized after each meal by placing them in *boiling water* for five or ten minutes."

The trains scheduled to arrive on Thursday morning at four or five reached Custer at about nine o'clock that morning. The men were received in "Y" No. 36 until such time as they could be taken to Headquarters Building and assigned. Friday and Saturday were spent in getting the men settled and organized. The only formations were to give setting up exercises. On Sunday morning, March 30, 1918, the regiment stood muster for the first time in its history. It was a formation long to be remembered as any one who was there will testify. During the whole time that we stayed at Custer, no one witnessed a worse "Dust Storm" than on that day. After noon mess came another formation that is worthy of mention. The regiment was formed for a "Hike." It was extremely warm for the season, with a high wind driving the sand and dust in clouds, and the 55th was given an introduction to the country southeast of camp. The hike was long enough, so that there was no temptation to stroll even within the "Quarantine Sector" that evening.

But better times were to follow. The next week saw the men in both barracks organized and divided up for instruction in the schools of the "Soldier" and the "Squad." Corporal Johnson, Corporal Schmidt and Private Johnsmiller were in charge of the drilling under the direction of Lieut. Best and Captain Van Loben Sels. The men had practically all been drilled for a month at Dodge or Meade, but as they came from various organizations there had been nothing particularly uniform in their drill, and so it meant much hard work to get them to work together. The work was



OUR GIEVRES HOME

sometimes monotonous to those who had been through it elsewhere, but very essential for the good of the group.

During this period in quarantine, while the 310th drill masters were with us, much of the hard work that moulded the regiment into one deserving the name of the "Snappy 55th" was done. Much credit is due Corporals Johnson and Schmidt and Private Johnsmiller for the pains-taking, strenuous work they did for Company "D." They were largely responsible for making Company "D" the best in the Regiment, which we believe it became to be.

Special Order No. 17, issued April 4, 1918, says in paragraph 1: "In accordance with paragraphs 1 to 7 inclusive, R. S. O. No. 11, this Regiment will become a seven company organization at Reveille, April 8, 1918 as follows:

Company	Quartered in Building	Company Commander	Mess in Building
Hq. Det.	No. 46	Lieut. Frayer.....	No. 42 and No. 47
Co. "A"	No. 32 and Upper 29	Captain George .....	No. 32
Co. "B"	No. 43 and Lower 29	Lieut. Green.....	No. 43
Co. "C"	47 and Upper 28	Lieut. Khachadoorian.....	No. 47
Co. "D"	50 and Lower 28	Captain Holden.....	No. 50
Co. "E"	51 and Upper 33	Captain Anderson.....	No. 51
Co. "F"	79 and Lower 33	Lieut. Best .....	No. 79

2. Companies will mess in their own mess-halls, each barracks separately in accordance with the Regimental Surgeon's orders."

Regimental Order No. 17, issued April 9, 1919, provides in paragraph 9: "The following named men of the 310th Engineers, now on special duty with the 55th Engineers, are attached to companies as follows:

#### COMPANY "D"

Sergeant Kurth, Herman	Corporal Johnson, John E.
Corporal Schmidt, Emil F.	Private Johnsmiller, W. P.

In paragraph 10 the following named men from Cooks and Bakers School now on special duty with the 55th Engineers, are attached to companies as follows:

#### COMPANY "D"

Sergeant Fritz, RR.	1st Cook Campbell
1st Cook Schang	2nd Cook Frost, Ed.
2nd Cook Cunningham, C. D.	2nd Cook Stables

By Special Order No. 20, issued April 12, 1918, the following men were detailed on special duty as "Student Cooks:"

#### COMPANY "D"

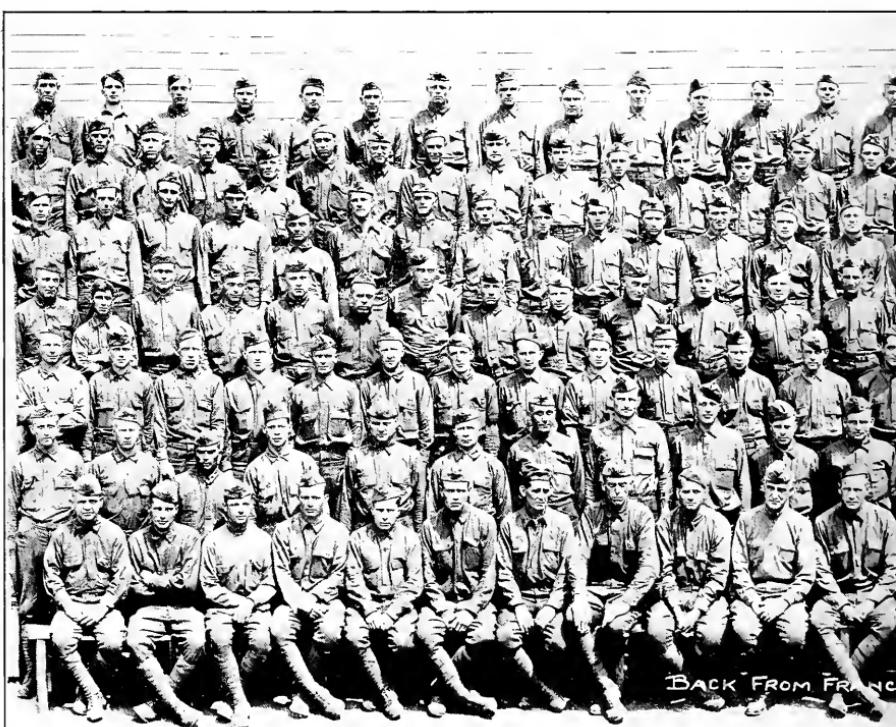
Anany, George	Koch, Irving H.
Kersting, Charles N.	Degen, Nicklous
Bartsch, Gustav	Teders, Henry J.
Van Roekel, William	

By Special Order No. 19, issued April 10, 1918, in paragraph 1: "The following men are detailed on special duty with Acting Sergeant Bugler Tannehill and will report to him each day at 7:45 A. M., and 1:45 P. M., in front of Barracks No. 43."

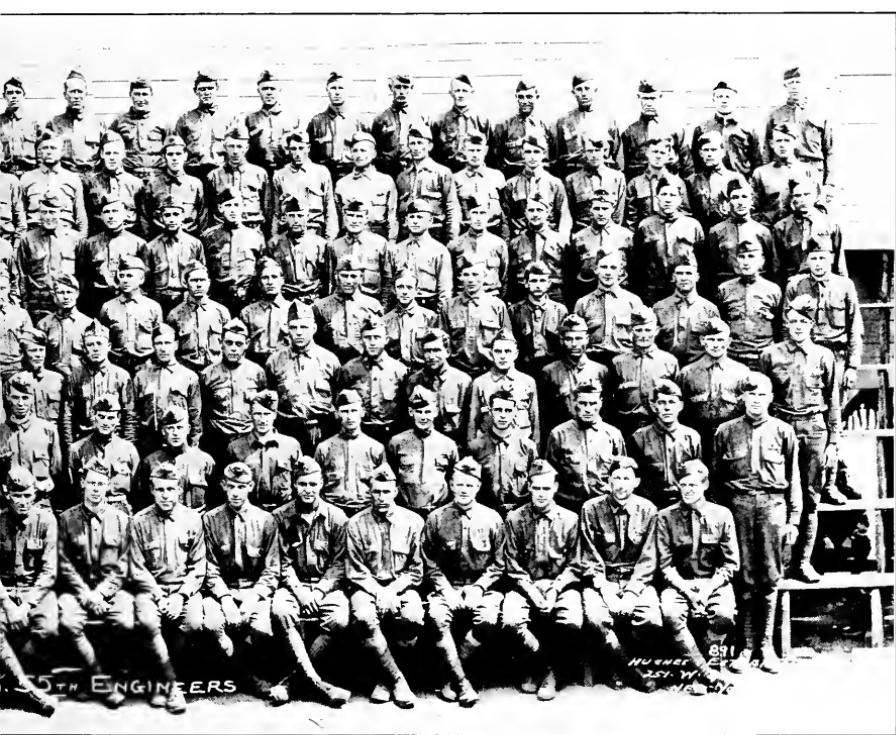
#### Company "D"

Stableski, J. S.	Brown, Harry M.
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Special Order No. 16 of date April 7, 1918, paragraph No. 6: "Capt. William W. Holden assigned to 55th Engineers per par. N. 57. S. O., 78 W. D., April 3rd.



COIN



TO FRANCE

1918, and having reported to these headquarters April 6th, 1918, is assigned to Company 'D' as commanding officer of that organization."

Captain Holden having arrived, the affairs of Company "D" were placed in very capable hands. At last one could begin with a definite unit and build a company. The captain was a splendid organizer and possessed a remarkable talent for forming speedy though just estimates of his men. Thus the company very rapidly displayed the ear marks of a real organization, and drew favorable comments for both its captain and itself. The first non-coms chosen by Captain Holden were made corporals and were in order as follows: Rothrock, Teets, Black, C. E. Jackson, Shepard, and Mayo. R. R. Marsh was especially selected by Col. Daley as corporal band master of the 55th Regimental Band. Rothrock was made the acting first sergeant and soon thereafter appointed to that position. Suffice it to say that the right man had been selected for the place. To have filled that position for six months of distinct trial for his organization, to have discharged his military duties to the entire satisfaction of those in command over him, and still to retain the goodwill of every man in the company, is an accomplishment of which he may well be proud.

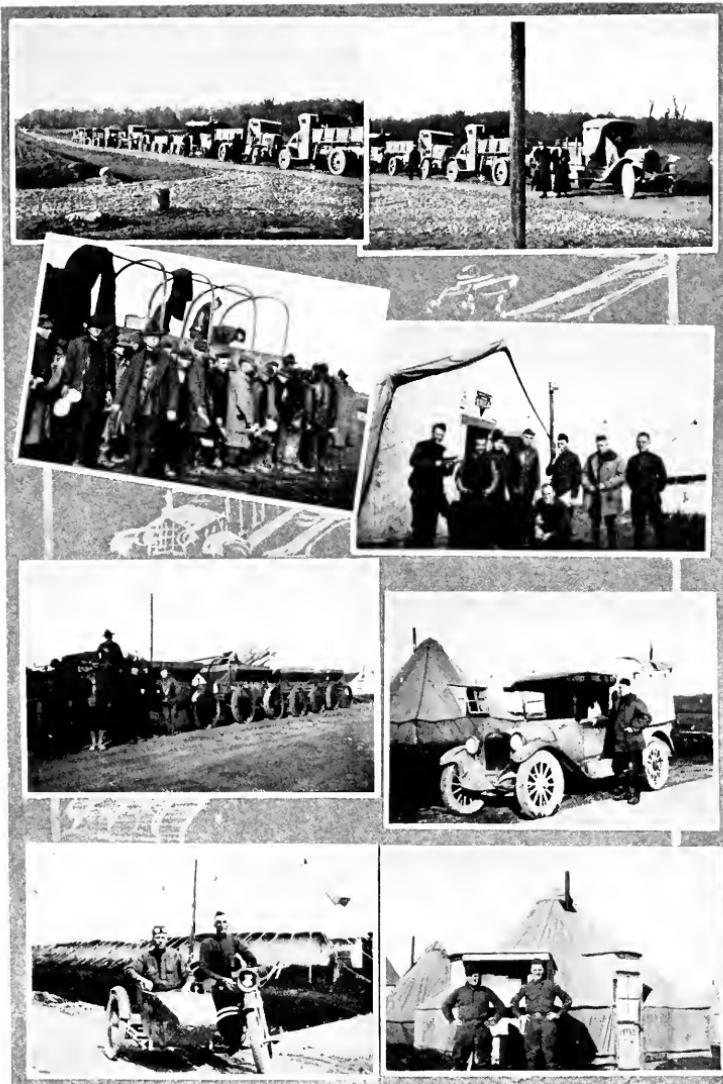
Nearly the entire first two months were spent in quarantine. In fact the men began to get used to the quarantine, and actually wondered whether they would not be lost when it came to an end and they could go wherever they wished. Much credit can be given the "Y," particularly unit No. 36, for the way they entertained us while we were among the shut-ins. We also invested in some music, rented a piano, and did our best to shake off Dame Care.

R. S. O. No. 31, issued April 30, 1918, provides in par. 7: "First Lieut. Walter B. Bredbeck assigned to 55th Engineers by telegraphic authority, A. G. O., April 26, 1918, having reported at these headquarters this date is assigned for duty to Company "D" Engrs." while R. S. O. No. 34 of date May 1, 1918, provides in paragraph 6: "Second Lieut. John Coles assigned to 55th Engineers per telegraph authority, A. G. O., April 21, 1918, and having reported at these headquarters this date is assigned to duty with Company "D," 55th Engrs."

The first engineer work done by the company was in building a road to its new drill grounds. Surveying squads, it is true, had some practice in their line before this time, but this was the initial construction. Thereafter the woods near this field became an engineer construction workshop with attention to bridges, rip rap work, trestles, pile drivers, etc., etc. Railroad construction and repair work was done on the lines about camp. A very practical engineering feat was the repairing of barracks about camp after the destructive wind storm that swept the cantonment.

Mention should be made here of the treatment accorded this command while it was stationed at Camp Custer by the people of both Battle Creek and Kalamazoo and vicinity. In coming to camp to entertain us while in quarantine, on opening their homes to us thereafter; in receiving us in their churches and lodges, in fair treatment from the commercial standpoint, these people not only had high ideals but put such into practice. The boys will long remember their stay at Camp Custer with sincere gratitude to the good people they came to know there.

Formal retreat was always very largely observed by this command. These ceremonies were generally the occasion for visitors, but the first time the 55th appeared at length for careful inspection was during the visit of the Birmingham Michigan Red Cross Society on Friday, May 24th. The society spent the whole day with the 55th, following a carefully arranged program. They watched bayonet drills, rifle exercises, setting up exercises; they observed the type of house keepers the boys were when they inspected the barracks, they enjoyed a real army dinner, they listened to the pep and spirit displayed in yells and songs, and after witnessing the Regimental Review, presented the regiment with "the colors," and left at the closing of the day loud in their praises of the snappy 55th.



VATAN CAMP

Perhaps the social event which came nearest including the whole company membership was the party given by Company "D" in the mess hall on Wednesday evening, May 29th. The entire company worked to make it the grand success Company "D" always attained. The officers of the whole regiment were invited and were largely present. Most of the program had been carried out and a distinct hit already scored when "Pete" came to us with the offer of a whirlwind finish to the program, giving us some numbers by the ladies' glee club of Kalamazoo Normal, the club having just closed a concert at Hut No. 86. (And we must pause here to say that this was characteristic of "Pete" and "Dad" and the others at Hut No. 86—they were always on hand to push.) We surely had a whirlwind finish to that evening's program, and then following some dandy eats, some informal toasts and a good sing, and we went to bed—yes, somewhat after taps, but that's one of the bright spots in Company "D's" history that not a man who was present will soon forget.

The next day after this party we were to go to Kalamazoo to participate in the Decoration Day ceremonies. The whole regiment was to appear there in parade, drills, baseball games, etc. In return for our part in the day's successes the good people of Kalamazoo were to provide for our transportation and entertainment.

The day was a hard one. It began early and lasted—yes, here I might well say dragged over into the next one. The whole regiment finally loaded on the interurban after a morning of preparation in a drizzling rain. Light packs, rifles, and side arms made up the equipment. Toward noon the sun came out and during the parade seemed to do not its bit but its best to melt us. Crowds lined the streets everywhere, and the city was in most gala attire. Our parade ended at the College Ground, where the college girls offered a fine pageant on the greensward. After this our regimental ball team won from the college boys 2-1. The afternoon program closed with a Regimental Review and Formal Retreat. A more attractive setting for such a day's events could not have been afforded than that college field. It was a truly beautiful place.

Marching back up town and stacking arms, we were ready for supper, *yes, ready for supper*. And it was such a supper as the good ladies of the various Kalamazoo organizations knew how to provide—speedily served and fully entertained, the while. The evening was at the disposal of the individual fellow, but the special attraction was a big dance with the major portion of the Kalamazoo young ladies attending. At 11:15 all men reported at the stacks, and we reached Custer again just before daylight.

At this point three more regimental special orders claim our attention. Order No. 69, dated June 15th, 1918, in paragraph (3) reads: "First Lieutenant Edgar E. Parson, E. R. C., assigned to the 55th Engineers per par. 45, R. S. O., 116 W. D., May 17, 1918, and having reported at these headquarters this date is assigned to Company "D." And R. S. O. No. 74, dated June 13, 1919, par. (5) reads: "First Lieutenant Howard P. Savage, E. R. C., assigned to the 55th Engineers per telegraph authority, A. G. O., June 10, 1918, and having reported at these headquarters, is this date assigned for duty to Company "D." R. S. O. No. 74, issued June 13, 1918, is as follows: "(1) Thomas D. Best, having been commissioned 2nd lieutenant, E. N. A., per telegraph authority, A. G. O., effective June 10, 1918, and assigned to 55th Engineers by the Commanding General 85th Division, and having reported at these headquarters, is assigned for duty to Company "D," 55th Engineers."

Order No. 72, issued June 10, 1918, is given simply to recall a place much frequented by Company "D" men during their hours off. It reads as follows in paragraph (2): "Effective this date the following men of Company "D," this regiment, will be relieved from all other duty at 3 P. M., on Mondays, Tuesdays, Thursdays and Fridays, and will report to Lieutenant Hill at Camp Exchange Building No.

68 from 4:30 to 9 P. M. On Wednesdays and Saturdays they will report for this duty from 1 P. M. to 9 P. M., on Sundays and Holidays from 8:30 A. M. to 11:30 A. M. and from 1:30 P. M. to 4:30 P. M."

Pvt. John E. Peterson

Pvt. 1-c D. Burnquist

Pvt. E. A. Schmidt

Pvt. 1-c C. W. McKusick

Pvt. 1-c W. G. Sando

In addition to this canteen we know the fellows would not have us omit from the record the famous resort of "Dog Town," officially spoken of but less well known as the Liberty Club. Company "D" men we know did their share to beat down the cross lots path to that resort.

Near the end of May the 55th began extra efforts to fill up their regiment to full war strength. Company "D" received its quota. Bldg. No. 28 was vacated for the officers' training school, and lower No. 33 was used for all new men. The following twelve men were assigned by Captain Holden to drill the new recruits: Sergeants C. E. Jackson, H. E. Clarke, and O. R. Carlson; Corporals Wm. Dames, W. D. Mayo, and R. H. Teets; Privates 1-c. J. S. Betchel, D. Burnquist, H. C. Pahde, W. L. Peterson, W. H. H. Thayer, and C. E. Wahlig. Strenuous drill was engaged in, for it means doing more than double work to instruct these men in the time assigned for the task.

Two other events must not be overlooked in this narrative, for they impressed upon the 55th the fact that there were plenty of ardent admirers of the organization's efforts. The first of these events was the presentation of a Regimental Review on June 6th, 1918, of the Regimental Standard given by Mr. M. A. Meade of 3d North State Street, Chicago; the second was the presentation at a similar Regimental Review on June 15th of a fine baton to Private Molleston, the Drum Major, by the South Bend (Ind.) News Times.

Before leaving Custer twenty-seven men were naturalized, receiving their final papers in a day. The movement was continued at Camp Merritt where five more aliens became full fledged American citizens. This has been one of the many good accomplishments of the great World War. It left Company "D" with scarcely a man not a full fledged American citizen. The percentage of men in the company thus made citizens probably was not higher than that of the average company in the U. S. Army, and the effect will be noteworthy upon the American Nation.

The week of the 16th to the 22nd of June saw packing operations that had already been under way for a fortnight carried to a rapid completion, while the freight was moved to the cars. Thus it was very apparent that the 55th's departure was becoming a matter of hours only. The rest that the men, especially officers and non-coms, didn't get in this last week is a matter worthy of comment. What would have happened in civil life if a man had been roused out of bed at 2:00 A. M. to draw one chevron? But,—"You're in the army now," was as cheerfully accepted as it could have been only by well disciplined troops.

The week was nearly over when the Company "D" hoodoo once more threatened to upset the dope for his company. Private Hoeksema developed what was said to be scarlet fever. Barrack No. 50 was placed in quarantine and moved to "Camp Hoeksema" after mess on the evening of June 16. The men who had to pack and move may have thought they had it hard, but the captain, lieutenants and the office force were sure they could give them cards and spades in that respect. The official orders were changed four times in thirty-six hours. Everybody pessimistically speculated on the outcome. At last the order stood that the men were to be allowed to entrain, but the quarantined men were to be kept separated from the remainder of the company. Thus, after two nights and one day, "Camp Hoeksema" was abandoned on the morning of the 21st of June.

Finally everything was ready on that morning, and from 8:00 to 9:00 o'clock we

entrained. The regiment traveled in three sections. Our section reached Detroit at 4:00 P. M., and spent about three hours in exercising and resting preparatory to the journey ahead of us. The trip was generally enjoyable, though the fellows were tired at the start and not able to sleep much enroute, as sleepers were not a part of our good fortune on this trip. The people along the way were very enthusiastic and very good to us through the medium of the "Y," the Red Cross and the individuals.

We reached Camp Merritt at 9:00 P. M. on the evening of June 22nd. Here was no rest for the weary, as was to be revealed to us during our stay at what proved to be six days. All equipment was to be tested, and if found faulty reissued. If any man got through the "steenth" check and got across the pond without everything he was expected to draw and carry with him he would have been clever indeed, but perhaps S. O. L. later.

In addition to the issuing or reissuing of equipment, the formations for setting up exercises were not overlooked. There was no open space large enough for drill purposes, and so drills were omitted. But the various companies had extra duty policing, and everyone will remember a bit of road construction that occupied their attention during two or three of the days spent there. Camp Merritt was indeed a neat and trim cantonment, and the men should have been glad for a longer stay there under less exacting conditions. The expectation of passes to New York and elsewhere faded fully on the night of June 27th when we carried our barracks bags across camp to the car that was to take them to the wharf.

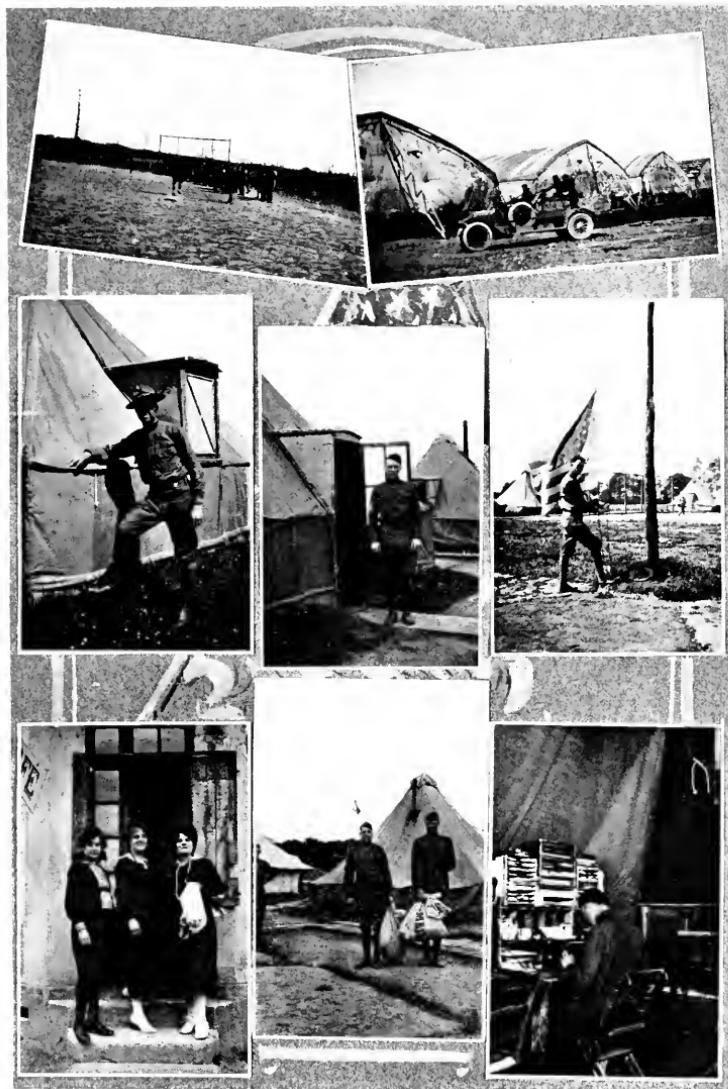
Liberty Theatre was well patronized that night, and the fellows who were there saw a splendid bill for their last one before the cruise. The next morning the company was up early, and after the customary policing, which Company "D" was famous for before moving, we marched to the station, where we entrained for Hoboken. Soon at the end of our rail journey we marched across the city to the wharf. Here the American Red Cross served us with the last "*Real Eats*" we were to have until long after we reached France.

About noon we went aboard the good ship Siboney, the advance guard of the regiment. The ship was clean, comfortable and cool, and at least some of us who had formed pictures of an old wooden hulk with wooden bunks and quarters in the hold, which we truly might have drawn, had to change our ideas to accommodate the real situation. We were assigned to "B" deck in really the best part of the ship. The other companies of the 55th followed on Saturday, June 29th, and the ship, carrying over 4,820 men—nearly 2,000 more than it should have accommodated—set sail on Sunday, June 30th, about 11:30 o'clock.

We wonder what the thoughts of each individual man was as the ship sailed out of the harbor past the Statue of Liberty on that long journey? There were fifteen ships in the convoy as it originally started, but two were compelled to turn back after the first few days' journey. The movement of the various ships in the convoy was interesting—their adroit twisting and turning both as individual ships and as a fleet—as they nosed their way across the deep blue.

After a day or two out we were initiated into the pleasant boat drills which occupied, at least, each morning and evening. Whoever has heard the rude clang of that bell and the siren following has experienced nothing more startling unless he may unhappily have made the acquaintance of the rattle-snake of the plains. The drills lasted from thirty minutes to an hour and a half, depending on the location on our trip. The trip was made over a uniformly quiet sea, and so not many of the fellows were sick. There were exceptions, however, and we dare say some would almost as soon stay in France as make the return journey.

The mess should not go unmentioned. One word would almost express our opinion of it, especially as to quality, but it might not look well in print, and so it will not be used here. Suffice it to say that it was not the trip alone that caused about 4,000 men to land almighty gaunt, and hungry as wolves.



VATAK CAMP AND OUT-“SKIRTS”

The trip was made without any especial excitement, and no accidents occurred. Two days before putting into port a fleet of destroyers steamed out to meet us. During boat drill one morning they suddenly appeared above the horizon, and the sight was indeed thrilling. Land was sighted about 4:00 P. M. on the 12th of July, and enthusiasm ran high with the prospects of again setting foot on good old terra firma. The spectacle of that string of more than thirty ships steaming into harbor was one no man who witnessed it will soon forget. We finally came to anchor in the harbor, and freight juggling was begun. At last the port holes and doors could be opened at night, and the spell of silence could be broken. Everyone was happy at the prospects of going ashore in the morning. There was very little rest that night.

We walked the gang plank the next morning and set foot on French soil soon thereafter. Most of the men will long remember that jaunt out to the camp grounds. Well, we were finally located—the pup tents up—when a considerable detail was mustered to transport the supplies from Pontanezen Barracks. At last a bunch of tired soldiers were permitted to roll in and surely must have enjoyed another night's sleep in the fresh air, though the beds were on the hard ground.

Nobody of the 55th would enthuse much over that stay at Brest. That, we found, applies to practically all the men who have entered France by that port. The web-foot of Oregon and Washington form about the only exception to the rule. After five days spent in this "rest" camp we packed up and loaded, for "somewhere" else in France. This was our first real introduction to those shrieking iron midgets that the French originally thought were engines, and also our first close contact with that other phase of French railways marked, "*Hommes 40, Chevaux 8.*" Luckily the Company "D" men didn't draw these special cars on that trip.

The journey across France was indeed an enjoyable one, even though the conveniences usually incident to such travel were lacking. The country was surely beautiful, and it was such a relief to travel once more on land rather than on sea. The people were interesting as to customs and manners, everything was novel. But perhaps the thing that most impressed the men was the splendid spirit that was evidenced on all sides. We felt it was truly remarkable for a country that had been so long at war. Tho we were not aware of it we were traveling across France on a day that will be most memorable in world history, the 18th day of July, 1918.

We reached Gievres on the evening of the 19th and encamped about half a mile north of the station, near stockade No. 2. The next morning saw us introduced to the task—this was no "rest" camp—no, it made no such pretence. Our work was to consist of various types of construction, beginning with railways but branching out soon into warehouses, both steel and wood frame, roads, barracks, tanks, in fact anything that was to be built. In addition a number of the men were put to driving trucks, motor-cycles and tractors. Having spent six weeks on the job and having fully proven itself, the 55th was given charge of the construction work of the whole project.

Thus the company was employed at Gievres, but from the first it was evident that not all the command was to be stationed at Gievres. Group after group went out on detached service within a radius of fifty miles of Gievres. Some of the places where Company "D" men were stationed were, Air Service, Mur de Sologne, Le Mans, Tours, Dierre and Langeais. During this period at Gievres many men were sent out with convoys, with train and truck. This was very popular at the start, but enthusiasm over any but the best prospects soon waned.

The first few weeks of our stay in Gievres our rations were very unsatisfactory, and the general living conditions not particularly pleasant. However, when the company moved into the new barracks across the way from its first location, and became more or less permanently attached to the camp, living conditions improved 100 per cent. Things were arranged to add to the comfort of the command, not

the least of these being the erection of a new bath house. Its "comfort" opening was quite an event, and the river Cher lost its regular quota of bathers.

During these first months at Gievres Company "D" certainly did its quota of work, and the men were usually ready to rest, do their laundering, or at least keep close in camp on the one short period they had to themselves, Sunday afternoon. At length they were given all of Sunday, and then there was a scramble for passes to Romorantin, Ville de Franche or elsewhere in the zone of permission. It was a relief from the monotony of camp confinement that the fellows appreciated, and on the whole it tended to tone up the morale.

On July 25, 1918, Lieut. Bredbeck was placed on temporary duty in connection with engineering operations at Tours (Indre et Loire), per par. 4, Special Order No. 8, Headquarters S. E. O., Intersection West. While the company was still housed in the tents, Captain Holden was attached to Headquarters, acting in the capacity of major for the Second Battalion. During the time he was away from the company his duties were very efficiently attended to by Lieutenant Savage. At last, near the end of August, Captain Holden was restored to his command, and the official composition of the company remained the same as at the time it came overseas.

At Custer there had been perfected a "Y" group organization whose purpose it was to keep forward any good thing in the company. Religious meetings had been held first on Sundays, but the time was soon changed to Wednesday evenings. This group decided to use one evening every six weeks for a social event. The first trial of this plan came on August 23rd, and was such a splendid success that the idea was thoroly justified. Company "D" with the aid of the band furnished the talent for the program. At the next program, offered on Oct. 7th, some 40 officers and 400 men were present. The talent for this program was drawn largely from outside sources. This time the standard of the first evening was upheld if not excelled. In addition to the programs, cocoa and cookies were always served on these evenings, and the ladies of the "Y" were always on hand to help with the serving.

Soon after our arrival at Gievres, Colonel Daley, who had been commanding the 55th since its organization, was transferred to the 6th Engineers, then at the front. The colonel now drew upon the regiment for four officers, two captains and two lieutenants. Thus Captain Holden left us for his new command in the 6th Engineers, per telegraph authority Hdqrs. A. E. F., Sept. 7th, 1918. There were many blue soldiers in Company "D" on the evening that the captain's departure was announced. The captain said as much on his own part too, avowing that he was glad to go to the front, but that it took all the joy out of it to leave his company behind. Those who knew him best felt that he expressed his exact thought in the matter.

But it is always darkest just before the dawn. There was one officer in the 55th who had always been held in the highest esteem by every man in the company. Of all the officers the men had come to know he would have been their first choice. The man was Captain Wyatt S. Hawkins; and it became Company "D's" good fortune to have him assigned as its commanding officer on Sept. 11, 1918. The standing and morale of the company were to be upheld.

At this point a promotion occurred, that, unfortunately for us, meant a transfer. The order dated Oct. 5, 1918, follows: "R. S. O. No. 119, paragraph 1. 1st Lieut. Thomas D. Best, Co. 'D,' 55th Engineers, having been promoted from 2nd lieut., is relieved of duty with that organization and is attached to Headquarters, 55th Engineers, and will report to the Commanding Officer thereof for duty.

By order of Lieut. Col. Williamson,

J. S. ELWELL,

Capt. 55th Engrs., Adjutant."

On Oct. 15, 1918, Lieut. John Coles was placed on temporary duty in connection with engineering operations at Chateau du Loire (Sarthe), per par. 5 S. O. No. 9,

Hdqrs. S. E. O., Inter Sec. (West). On Oct. 18, 1918, Lieut. Parsons was put on temporary duty in connection with engineering operations at Dourdan (Seine et Oise), per par. 1 S. O., No. 95 Hdqrs. S. E. O., Inter Sec. (West).

Mention should be made of the football team that represented the 2nd Battalion on the gridiron during the fall of 1918. By far the larger percentage of players were Company "D" men. The showing of the team was very creditable.

The Company was organized along the line of educational work as well. Classes in geography, French and English were held. The mess hall was lighted for study and recitation. A library was maintained in the company office, which was patronized by all the men in that section of the camp. In connection with the educational program lectures were given by well-known men of the American lecture platform. These lectures were much appreciated by all who heard them. Unfortunately, soon after the armistice practically all of this educational work was allowed to lapse because of the more ambitious plan supported by the government which was expected soon to take its place. In regard to this well-known feature of A. E. F. life in the spring of 1919, it is only necessary to say that the Company "D" men had no opportunity to share its benefits on account of their isolated position (to be mentioned later). Furthermore, of the five applications from the company for permission to attend a French or English university, only the one made by Pvt. 1cl J. H. Schmidt was favorably acted upon. Considering, however, the total number of men sent out from the Gievres post under the provision concerned Company "D" was considerably over-represented by this one man.

Whatever may be thought of the conditions which were thus to shut off the logical channels for self-improvement in the company, it is certain that speculation on this subject was not worrying any large proportion of the men on November 11, 1918. Armistice day was of course a red letter day in the history of the organization, so far at least as the mental attitude of its members was concerned. On this day the one burning question in the collective heart of the 55th Engineers, as of the whole A. E. F., changed automatically from "When will the Huns give in?" to "When do we go home?" The actual routine of Company "D" day's work, however, was scarcely so much as interrupted, even when a multitude of whistles announced the end of hostilities in the greatest war of all history. No order authorizing a ten-minute celebration-rest had reached the conscientious non-coms in charge of details, and the men of Company "D" were too good soldiers to quit their work without command for any mere fluctuation of politics. While their civilian friends in the States took a day or two off for the purpose of releasing a dangerous head of enthusiasm, these well-trained men calmly continued to nail down floors or tamp railroad ties, knowing full well that in the army all is not changed by one world's war, more or less, and that their one best chance for a vacation lay in a general order and a west-bound ship. They had known that the armistice was bound to come anyway, and their general reaction to its appearance may best be indicated by such an expression as, "Well, so far so good. We know we're not done yet, so we won't blow up; but we're glad that things are going about as we planned." To be sure, in the evening after working hours they did let themselves go a little by parading into Gievres in a self-mobilized, un-officered column of fours, headed by a voluntary and unauthorized band and accompanied by an ever-increasing throng of stray and noisy soldiers. The sequel to this little outburst, however, was such as to impress upon them the fact that there was yet no armistice in army discipline. They had broken a rule of the camp and accordingly were bluntly ordered back to their barracks, somewhat discouraged, but still victorious —internationally speaking.

Altho, as we have indicated, no immediate change in the kind and amount of work done at Gievres was noticeable at the time of the armistice, it was not long before there was a decided let-up in the strain of war-time work. Part of the work now assigned was obviously intended chiefly as a time-filler, and there was little objection

when a soldier exercised his peace-time prerogative of "soldiering" on the job. Drills began to replace work to some extent on the schedule. On November 20th, Company "D" drilled all the afternoon, and on the afternoon of November 30th there was a battalion parade. At about this time also rifles were re-issued,—much to the disgust of many of the men, who had hoped to be rid forever of these troublesome adjuncts of inspection day.

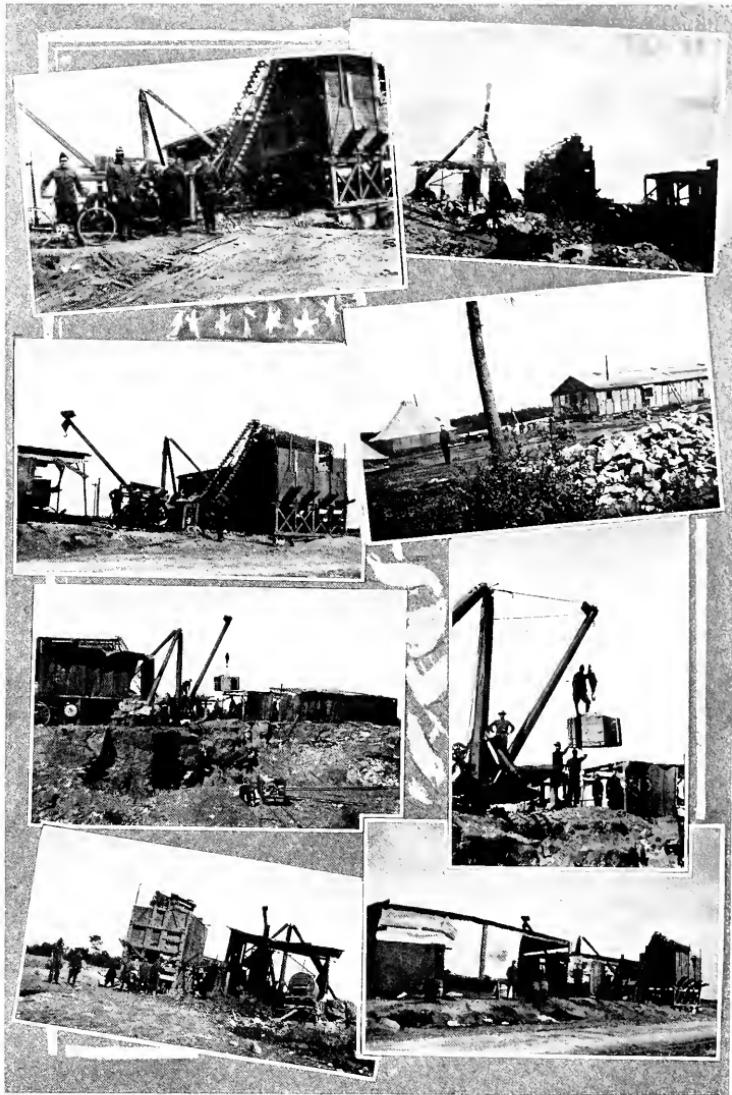
About Thanksgiving time, the first of the long series of rumors regarding the future date—definite, indefinite, near, remote, or entirely imaginary—of the departure of the 55th Engineers for the promised land of America, made its appearance. It was said that the regiment was to leave camp on December 17th. As a matter of fact this was somewhat more than a rumor—it was an actual official order, to be discounted only in so far as it was liable to be annulled by a later one. Officers and men alike thought it very probable that they would spend Christmas day, as they had spent the preceding Fourth of July, on the ocean. Preparations were rushed for an early departure; all the regimental tools were disposed of and the tools used during the period of waiting were drawn daily from post headquarters. Then the blow fell; a later order cancelled the one which had raised sixteen hundred odd hopes, and the regiment was left to whatever solace it could find in the rumor-hatching activities of its own imaginative personnel, together with the contemplation of possible visits to French leave areas.

In the case of a few, this chance to see more of France was realized almost as soon as they learned the truth about their going home. On December 16th, twenty men of Company "D" left for St. Malo, a leave area on the Brittany coast, in which they were permitted to spend seven days, exclusive of travel, at the expense of the American government. These furloughs were theoretically due after four months of service in France, but in actual practice they had been very sparingly granted during the war. The first Company "D" men were therefore fortunate in getting away only about a month after passes were due them. The majority of the men in the company, however, were not so fortunate. One more group of twenty-odd men went to St. Malo immediately after the return of the first group, and five men went to Canterbury, in southern France, in the latter part of January; but after that no more passes were granted until April 6th. From this date until the latter part of May there was always at least one leave-party absent at any given time, so that nearly every man who desired a furlough, with a few exceptions, got one eventually.

Although Company "D" had to spend Christmas in the "same old barracks," and not on the Atlantic ocean, as it had hoped, the day did not pass entirely unobserved. In the first place there was no reveille—a revolutionary state of affairs in the army—and breakfast was at 8:30. Each man received a package from the Y. M. C. A. containing candy, gum, tobacco, cigars, cigarettes, etc.,—and candy of such good quality, or indeed of any quality at all, it was often very hard to get. To add to the privilege of the season, it was announced that there would be no more afternoon work for a full week!

Several transfers in the officer personnel of Company "D" went into effect on the last day of the year. Captain Wyatt S. Hawkins, who had been acting as commander of the company since September 11th, was relieved of duty as adjutant of the 2nd Battalion and appointed captain of Company "D" per R. S. O. 149, Dec. 14, 1918. 1st Lieut. Edgar E. Parsons was relieved of duty with Company "D" and assigned to Company "F" per par. 8, R. S. O. 149, Dec. 14, 1918. 1st Lieut. Charles H. Poole was relieved of duty with Company "F" and assigned to Company "D" per par. 9, R. S. O. 149, Dec. 14, 1918.

The memorable first service stripe party of the 55th Engineers was held at "Y" No. 1 in Givres, the building being wholly reserved for the occasion thru the courtesy of the Y. M. C. A. The program was in charge of Sergeant Peterson of Company "D," and comprised an exceptionally excellent and varied list of features.



STONE QUARRY

There were "movies," selections by the 55th Band, as well as vocal and instrumental offerings of many kinds, character stories by Corporal Molleston, clog dancing, exhibition, boxing, featuring Mike O'Dowd, the regiment's famous world-champion middle-weight, talks by Colonel Williamson, Majors Warren, Byem, and Lynch, and Captains Hawkins, Jacobosky, Eddy, and Anderson. Hot chocolate and doughnuts, furnished respectively by the Y. M. C. A. and the companies, were served by the "Y" girls. Altogether, this was probably the most pretentious festive occasion indulged in by the regiment while in France.

Although this party was held two months to a day after the signing of the armistice, a second-stripe party in France was even then considered a possibility. On January 10th, Company "D" had begun to repair roads in the neighborhood of Gievres, which had been injured by American trucks; and before long it was faced by the bitter realization that, because of a general order, road repairing was to be its lot for an indefinite number of months to come. It was found necessary to recall a considerable number of men who had been doing specialized work on detached service, and to put them to laboring upon the road. It is needless to say that this policy gave rise to not a little bitterness, especially in view of the good work that the 55th Engineers, including Company "D," was admitted to have done during the war; but what a general order decrees the soldier must obey with as good grace as he can muster. Some of the more philosophically minded realized that the ones who had to wait in France were better off occupied than unoccupied, even if they had only back-work to do, and that the practical expediency of army management makes ideal justice for all concerned actually impossible.

A further item was added to the list of varied jobs handled by Company "D" men on January 16th when with some difficulty, permission was gained to send a group of men on auto truck convoy to La Rochelle, Marseilles, Le Havre, and Bordeaux. This opened up a new and pleasant field of work, since it afforded an opportunity to see France better than the freight convoys had given. After this, truck convoy parties were out a good share of the time during the company's stay in France.

On January 19th, Captain Holden arrived at Gievres on his way back to the States from an advanced sector. There he had been in command of Company "C" of the 6th Engineers, under Colonel Daley, also formerly of the 55th. Captain Holden spent three days with the 2nd Battalion. On the evening of the 20th he entertained Company "D" with an account of his experiences at the front; and on the following morning he recalled old times by taking charge of reveille, assisted by Master Engineer Rothrock, his former first sergeant.

The first important move in connection with road work was made on January 24th, when a detail of thirty-six men, including non-commissioned officers, was sent to the stone quarry at Anjouin, about fifteen miles southeast of Gievres. This detail although its personnel was shifted from time to time, remained permanently at the quarry as long as the road work lasted. Under the efficient supervision of Master Engineer Carlson, who had charge of the project, the requisite machinery was soon installed, and the crushed rock for the road was forthcoming in generous quantities as soon as it was called for. A lieutenant-colonel who inspected the quarry stated that he had seen none in France more "workable" and ready for business.

While it may not appear from this history that the 55th Engineers, as a regiment, was ever obliged to undergo heavy bombardment in the course of its operations, as much can hardly be said for this stone quarry detail of Company "D." In blasting out the solid rock as many as fifty sticks of dynamite, eight by one and one-fourth inches in size, were used at a single shot; and the explosions often hurled heavy chunks of rock so high into the air that they fell far outside the quarry pit. Whenever a charge was to be exploded the men of course retreated from the neighborhood of the pit, but the distance to which small rocks were thrown made it impractical to move to places of safety. The wooden shack which housed the stone-crush-

engine was demolished time and again, and even the barracks in which the detail lived, a good hundred yards from the pit, did not escape the heaviest missiles. On April 12th, at about ten o'clock in the morning, a rock which must have weighed originally at least one hundred pounds smashed thru the roof of the building and broke into flying fragments when it hit a rafter. Some of the fragments slightly bruised Mechanic Miller, who was sitting on a bunk some distance away. One piece of the original rock which remained whole was as large as a man's head. At another time when Corporal King had charge of a detail which happened to be working near the quarry, a rock as large as a baseball hit his arm and severely injured it. Considering the fact that the rock was blasted out several times each week-day for a period of about four months, the quarry "gang" may well claim experience equivalent to its being under fire, even tho, as it happened, there were no fatalities in this particular quarry. There was furthermore always the danger of an accident such as that which occurred at the Is-Sur-Til quarry, where the explosion of a case of dynamite killed several men and injured many.

Four days after the quarry detail left Gievres the remainder of Company "D," consisting of 205 men and two officers, Captain Hawkins and Lieutenant Savage, moved out to a plot of ground about seventeen miles south of Gievres, where they pitched squad-tents and made a camp. This action was taken per par. 1, S. O. 196, Hdqrs. S. E. O., Inter Sec. (West), January 27, 1919. It placed the company in a more central location with reference to the particular stretches of road which it was to repair.

At first the living conditions in the new camp were far from pleasant, owing to the sea of mud which was the normal state of the ground at this place in the winter, or rainy season. Fortunately, however, the men had all been issued rubber boots shortly before, and these did yeoman service until permanent floors were laid in all the tents and the various parts of the camp had been connected by board walks. The work of establishing the camp and making it comfortable occupied a full week, but at the end of that time most of the boys agreed that their new home was preferable in many ways to their old permanent quarters in Gievres. Tho nominally completed at this time, the camp received continuously additions and improvements as long as it remained standing. The tents were arranged along the sides and one end of a rectangular plot containing the flagpole in the center, the line of the open end facing the road being continued by a short row of tents on either side. It is noteworthy that Colonel Ruffner, chief surgeon of the A. E. F., remarked once after passing the camp that it was the neatest and finest tent camp he had seen in France.

Among the reasons for the men's preference for this camp to the one they had left were both the greater freedom from the restrictions of the larger post camp, and the more congenial features of the immediate neighborhood. The town of Vatan, containing some twenty-five hundred people, was only about a mile and a half away, and it was the lot of Company "B" men to be in close contact with these people for several months. On the whole, they found that a more normal, stable class of people lived here than at Gievres, where the proximity of a big camp to a small town had naturally drawn in a floating population of money-seekers. In Vatan many friendships were made, of which the effects in some cases will probably last for years.

An idea of Vatan sentiment may be gained from a letter written to the members of the company by one of the young ladies of Vatan:

Vatan, 24th May, 1919.

La Place, Vatan.

Good bye to the boys from the 55th Engineers, Company "D."

Dear Friends: It is a great sadness to us to hear today that you are going to leave us in a short time. While you have been around, the time has passed away very quickly, and we never realized your departure would be so soon. We wish

you would have stayed longer, for you know how much we enjoyed your stay in Vatan, and how nice friends we found among you. Alas! We will have to go back to our monotonous life we were living before you came. We will miss you very much and will think of you all very often. Yes, often the conversation about you will take place between my sisters and me. We shall always remember how nicely and gentlemanly you have treated us. Don't think we are quite selfish, and that all our thoughts are for the sorrow we have to lose you. No, we think very much about your happiness to meet again your folks you have not seen for such a long time. We'll share that happiness, and will live the happy hours you will have when you arrive "home." We know how pleased you are to go back to the old civilian life again; good life that you left to come to France and help us in the war. We appreciate all the sacrifices you have made and wish to thank you from the bottom of our hearts. Never forget that we think a great deal of you and we feel for you very much.

We bid you a last "Good-Bye" and we wish you the best of luck, that is, specially a safe passage.

Our sincere sympathy goes to you, and we address to you officers, Captain Hawkins and Lieuts., our personal kind regards.

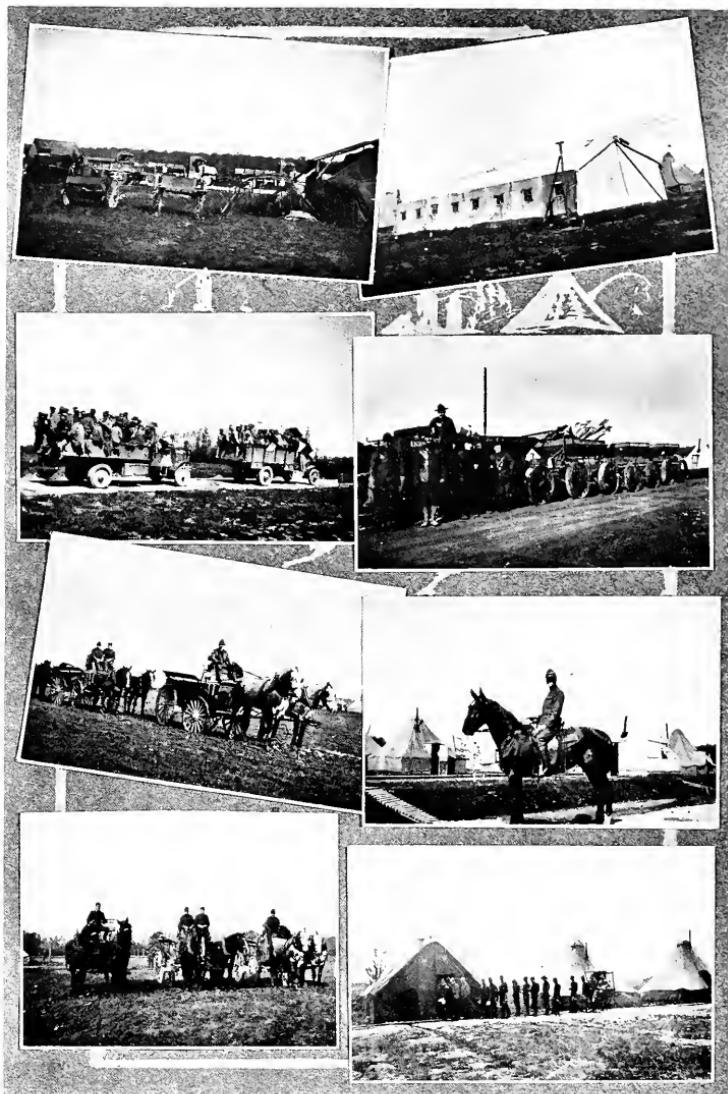
YVETTE AND SISTERS.

Y. PELET,

Rue Grande, Vatan. Indre.

"Camp Vatan" might well have become known as an "officers' exchange" camp, because of the number of officers who were on duty there temporarily. The medical detachment which was stationed with the company was commanded first by 1st Lieut. C. E. Johnson, and afterwards by 1st Lieut. Frank Deason, later made captain. On March 25th, 1st Lieut. Godfrey E. Strauss was assigned to Company "D" per par. 2, R. S. O. 23, March 21, 1919, replacing Lieutenant Savage, who returned to Gievres. On April 15th Lieutenant Strauss was promoted to captain, per par. 38, S. O. 98, G. H. Q. A. E. F., April 8, 1919. On April 24th he was relieved of duty with Company "D," having been listed as on detached service with the organization since his promotion, and appointed adjutant of the 2nd Battalion per par. 3, R. S. O. 32, April 21, 1919. 2nd Lieut. A. P. Koell was stationed with the company during April and May, but was not definitely attached to the organization. He was well liked in the company, and the men were sorry to see him left behind. 2nd Lieut. W. M. Peters was likewise stationed at the camp about the same period, altho he belonged to Company "F." Finally, 2nd Lieut. Ralph E. Phillips came to Vatan camp in May, and was officially accredited to Company "D." He remained with the company to the last. Lieutenant Phillips lived up to the record of the Company "D" lieutenants, who to a man were personally agreeable and easy to approach, and these qualities, be it understood, were by no means universal among officers.

As far as its allotted task was concerned, a somewhat discouraging prospect was faced by the company. One of the longest stretches of road to be repaired was constantly traversed not only by the heavy trucks hauling the rock needed to repair it, but also by a seemingly endless stream of trucks passing between Gievres and the large aviation camp at Issoudun. When the road was softened by rain, as was usually the case, these trucks tore it up again almost as fast as it was repaired, so that many stretches had to be entirely re-surfaced with rock. By about the middle of April, however, the aviation camp had been practically evacuated, and the consequent reduction of heavy traffic on the road, together with the drier spring weather, made progress much more rapid. Besides restoring about twenty miles of road to a good condition, the company left piles of rock at fifty-yard intervals along the side over an even longer stretch. When eventually they ceased working on French



REMINDERS OF VATAN

highways they had the satisfaction at least of being able to see some definite results of their labors.

One of the factors which had materially increased this total of work accomplished was the abundance of transportation facilities at the company's command. The conditions incidental to the period created a wide variation in the number of automobiles available at any given time; but there were seldom less than five heavy trucks for hauling rock and three lighter cars for traveling purposes on hand, and at times as many as twenty cars of all kinds were employed. In addition to the auto transportation, the company had the use of seven splendid teams of French draft horses, two of which were kept at the quarry, as well as two saddle horses. The trucks and touring cars were in charge of Sergeant W. B. Johnson, and the care and work of the horses was overseen by Sergeant Wm. E. Dames.

In the matter of recreation, Company "D" fared far better than would have been the case had it remained at Gievres. A double-walled, sixty-by-twenty "Y" tent, erected on February 6th, immediately became the social center of the camp. Since it served a comparatively small number of men it was able to give more satisfactory service than the "Y's" in crowded centers. Sergeant W. L. Peterson, who was placed in charge of the tent, found that an exceedingly accommodating group of Y. M. C. A. workers was stationed at the Issoudun aviation camp, only seven miles away; and with their help he was able to equip the "Y" to the satisfaction of the most critical, as well as furnish entertainment of good quality. The dry canteen, which had been maintained in the orderly office since January 28th, was immediately moved to the tent, where it was later supplemented by a "wet" canteen serving cocoa or coffee and ham, cheese, or jam sandwiches. A plentiful supply of reasonably late magazines was kept on hand, and the usual writing facilities were always present. At first the weekly entertainment program included "movies" on Tuesday and Thursday evenings, a religious meeting or serious talk Wednesday evening, and a social night on Monday. These social evenings were usually given over chiefly to dancing, in which Y. M. C. A. misses from the Issoudun camp and French "mademoiselles" from the neighborhood participated. Cocoa and doughnuts or cookies were served after the dancing. The first dance was held on February 17th, and thereafter they were continued for about two months, at intervals usually of two weeks. These more or less periodical features of entertainment were supplemented irregularly by the offerings of traveling entertainers of various sorts. On February 23rd the 55th Band came down from Gievres and played in the "Y," later playing in Vatan for the French civilians. On Sunday afternoons the "Y" was usually so crowded with French visitors that there was hardly room for the soldiers who had thought that *they* owned it, but for some strange reason the men registered no kick against the invasion—in which, incidentally, most of the young ladies of Vatan took part. To complete the description of the "Y," it should be added that a victrola and a piano gave a touch of the sometimes too ever-present refinements of civilization. For all-around service to the soldiers reached, probably few "Y" tents in the A. E. F. excelled the one at Vatan camp.

Not all of the recreation activities of the camp, however, were centered at the "Y." As soon as the ground dried up sufficiently in the spring a base-ball diamond and a tennis court were made, both of which were almost continuously in use in good weather, except in working hours. The football and boxing gloves were called into use, and, when nothing else would serve, there were always blankets to be had for use in tossing those soldiers who had in some way marked themselves out for the rite. And always it should be remembered that when time otherwise dragged, "promenading" tours in parties of two or four could often be arranged with sundry comely mademoiselles of the vicinity.

From the above it should be apparent that there were many compensating features for the company's road work and enforced stay in France. It is needless to

say, however, that these could not bring contentment in the face of the unanimous desire to get back to "God's country." When, therefore, at retreat formation on April 29th, Captain Hawkins told the men to write to their folks asking that no more mail be sent, nobody seemed to be disheartened.

It was nearly a month, however, before the company finally left Vatan, and the usual "army doubts" about any announcement of future moves began to appear freely in conversations. These doubts were temporarily stilled on May 23, when the company returned to the scene of its pre-armistice labors in Gievres; but they soon re-appeared in more acute form when it was found that sundry trucks and tractors and mules which had once worried a branch of the Motor Transport Corps now departed (and lamented) were henceforth to be operated, fed, or ruined, as the case might be, by a company of engineers, said company being the well-known "D" of 55th Engineers fame. While it was rather flattering to be called in from the tent camp for this special purpose, as proved to be the case, when there were already plenty of companies at Gievres to whom the task might have been assigned, the men of the company were more anxious to get home than to be flattered, at least in this way. Nevertheless, they pitched in with their usual whole-hearted spirit, and the tractors, trucks, horses, and mules did not lack for expert attention. True, the forty-odd "mule-skinners" were not all experienced; but the new ones managed to bluff the mules just as much as the mules bluffed them, so that the mules got no real satisfaction out of it. The amateur skinners say that this ought to be test enough for any mule-man. They did not, however, fall so deeply in love with their work that they mourned overmuch when the company was finally relieved of all duty on June 8th, in preparation for the first stage of its long journey toward the setting sun. And no one seemed to mind the parting from Gievres when "D," "E," and Headquarters Company of the 55th climbed on to a train on the morning of June 12th and started for Hoboken, New Jersey—over the very stretch of railroad, by the way, which they had built as their first bit of construction work in France.

For all the wishes of the men stowed away in its box-cars, the train did not proceed at once to Hoboken, but on the contrary brought its occupants only to the great forwarding camp at Le Mans, France, and there abandoned them. Here, in a foot of dry and blowing sand they were inspected in various ways for a week, while their officers filled out great volumes of records in the necessary attempt to prove that the men ought not to be refused permission to go home. At length, when the supply of paper was exhausted, and the men's newly issued equipment had been spread out in the dirt for inspection often enough to be well dirtied, no further excuse for keeping them could be thought up right away, so that they were sent on to the sea-port of St. Nazaire in order to shift the responsibility. There by some stupendous and unaccountable mistake they got mixed up, inside of two days, with a bunch of soldiers who were getting on a ship. As this happened to be the Santa Cecilia, bound for Hoboken, the very place where they wanted to go, they stayed on; and in spite of sea-sickness they remained on all the way across. They greeted the Statue of Liberty July 4th, and received a royal welcome at Brooklyn. At Camp Mills, Long Island, the company was divided according to the states represented and the various units soon were on their way to home and freedom.



SCENES IN NAZIRE AND ON SANTA CECILIA

## PART III

### *(Individual Mention)*

IT has been deemed wise to include within this company history a chapter of more or less extended personal mention. When this arrangement was decided upon there arose the question of just how far and in what order such mention should be made. It was obviously impossible to include every man on the roster, even tho it might have been desirable. The method chosen, therefore, was to take the officers, according to rank, in the order in which they were attached to the company, and then the men sent to officers' training schools or transferred to headquarters, and to continue with the non-commissioned officers according to the appearance of their names on the roster. The matter was carried forward therefore in that manner by the use of all the data that came to hand, tho it was fully realized that the accounts might have been far more worth while had all the facts been available.

CAPTAIN WM. W. HOLDEN was born in San Antonio, Texas, and educated in the Texas State University, where he was the honor student of his class in electrical engineering. In civil life the Captain's last work before entering the service was as manager of the street railway company of San Antonio.

Captain Holden attended the Second Engineer Officers' Training School at Fort Leavenworth, Kansas. On receiving his commission he was attached to Company "D," 56th Engineers. When this company was practically ready to go overseas he was detached and after spending some time in Washington, D. C., was assigned to Company "D," 55th Engineers, at Camp Custer.

Captain Holden especially enjoyed the drill feature of the army game, and stressed that side in his command. His bearing and voice were such as to inspire confidence and gain good results. He impressed the men under him as being firm the considerate. He was quick to master problems and offer good solutions. His ready wit appealed to those under him, as it was always of the clean-cut, spontaneous type that all men enjoy. The Captain was always desirous of making Company "D" men practically indispensable on any project, and was never better pleased than when his men were found necessary in order to "carry on." He was a splendid, systematic organizer, and Company "D" was extremely fortunate to have had him as its first captain.

CAPTAIN WYATT S. HAWKINS was born at Hannibal, Missouri, and educated at Centenary College, Palmyra, that state. Before engaging in the contest with the Boche the Captain had been for thirteen years in government service in connection with the engineering on state highway construction in Oklahoma and Missouri. His last civil occupation, however, was as consulting engineer in Oklahoma City.

The Captain also attended the Second Officers' Training School at Fort Leavenworth. He was assigned to the 310th Engineers at Camp Custer, and thence came to the staff of the 55th Engineers. Company "D" first came to know him as adjutant for the 2nd Battalion. In this capacity he came overseas. In addition to his other duties he became the company's acting commander when its former captain was transferred to the 6th Engineers, and some weeks later was made its captain. He was thoroly familiar with just the kind of task that fell to Company "D" in road repair. As all soon learned, he was also master of the art of camp building and maintenance.

Captain Hawkins was the most ardent company champion that any company ever had. Nothing was too good for the men of Company "D," if the Captain could secure it for them. The Captain's interest and care for his company was reflected

in the response of every man to his Captain's wishes. There was always that significant willingness to do more than just what was required of them. This friendship for the Captain was not confined alone to the men of his command, but was voiced by all those who came in contact with him. He was the type of officer most thoroughly appreciated, but unfortunately not most generally met with in military life.

1ST. LIEUT. WALTER B. BREDBECK was born in Ohio and educated in the university of that state. His work previous to his entrance in the army was for the Union Pacific Railway Company. He had been stationed at Omaha, Nebraska. The Lieutenant attended the Engineer Officers' Training School at Camp Lee, Virginia, where he received his commission. He was sent to Camp Custer and assigned to Company "D" there. He was of a quiet, unassuming temperament, not given to show, but soon becoming a very real force in the company. He was thoroughly familiar with engineer work, and was largely in charge of that drill in the States. When the company came to Vatan the Lieutenant was on detached service at the Engineer Sub Post. He was later given charge of the office as office engineer to the section engineer. In this position he was made a captain and transferred out of the company.

1ST LIEUT. EDGAR E. PARSONS was another Company "D" officer commissioned directly from civil life. He had been employed before he was commissioned by the Pennsylvania Railway Company. He was the only Company "D" lieutenant who saw service in the Spanish American War. He had charge of engineer drill and practice while the company was in the States.

Immediately after his arrival in Gievres, Lt. Parsons was placed on special duty at the Engineers Sub Post, and with Captain Elwell had charge of the construction problems for his regiment on the Gievres project. His work there was so satisfactory that he was given entire charge of the engineer work on a large hospital camp near Paris.

Lt. Parsons was on special duty so much of the time while in France that the majority of the men really saw very little of him. However, it is noteworthy that altho he was actually in contact with the company but a little of the time since he was first assigned to it, the men somehow felt that they knew him quite well. They admired his genial, frank, open manner, and at the same time fully appreciated his ability and fitness for the assigned task. The Lieutenant was transferred to Company "F" December 31, 1918, and later was promoted to the rank of captain.

1ST LIEUT. HOWARD P. SAVAGE was born at Boone, Iowa, and received his preliminary education in the schools of that place. He completed his schooling at the Lewis Institute, Chicago, and the School of Engineering, University of Wisconsin. He was engaged by the Chicago and Northwestern Railway Company as instrument man and bridge inspector for five years, and by the Chicago Elevated Railway Company as assistant track engineer and general road supervisor for eight years. From this latter position he was commissioned directly as First Lieutenant on June 10, 1918. He was assigned to Company "D", 55th Engineers, on June 13th following.

Lt. Savage had supervision of nearly all the track laid by Company "D" at Gievres. The fact that of all the track put down in the camp, that laid by Company "D" was adjudged best, reflected credit on the officer directly in charge of the operation. During the time that Captain Holden was absent from the company, Lt. Savage very ably administered its affairs. He gained the merited good will and respect of the entire personnel of the company. He was transferred out of Company "D" in February, 1919, and assigned to Company "E."

1ST LIEUT. CHARLES E. POOLE was born at Gloucester City, New Jersey. He received his technical education at Lehigh University, completing the civil engineering course. From 1903 to 1917 he was engaged as a designer and engineer in charge

of construction of both railroads and buildings. He entered the 2nd Engineer Officers' Training School at Fort Leavenworth, and was commissioned a First Lieutenant on June 19, 1917.

Lt. Poole was attached to the regiment after it came to France, and was first assigned to Company "F." His most important work in France was done as office engineer to the section engineer. He was later on detached service at Le Mans. He was assigned to Company "D" December 31, 1918, but as he had had no definite contact with company work, very few of the men came to know him.

1ST LIEUT. GODFREY E. STRAUSS was born and received his preliminary education at Franklin, Ohio. He later attended the University of Cincinnati for one year and the University of Wisconsin for a year and a half, at both of which places he was engaged in the study of technical engineering branches. Subsequently he was employed for one year in drafting, designing and working up contract drawings, and for three and one-half years as civil engineer with the Engineer Department of Cincinnati. He entered the Engineer Officers' Training Camp at Fort Leavenworth, Kansas, and was commissioned a First Lieutenant June 30, 1917.

Lt. Strauss joined the 55th at Custer. Compay "D" men came to know him best while there as physical drill leader and acting adjutant at battalion parades and reviews. He was for a time acting commander of Company "A." In France Lt. Strauss served as office engineer on the Givres project and as personal adjutant to the colonel before he was assigned to active duty with Company "D." He came to the organization while it was stationed at Vatan, and won the merited respect of the whole company during his short sojourn. His promotion to Captain on April 15, 1919, made his transfer unpreventable. While glad for his promotion, the men were sorry to see him leave.

2ND LIEUT. JOHN S. COLES was an example of a man who came up from the ranks. He was Chillicothe's first soldier. He was sent to the Engineer Officers' Training School at Camp Lee, Virginia, where he received his commission. He reported at Camp Custer and was there assigned to Company "D."

Lt. Coles was a rod and instrument man when he first began service for the Baltimore and Ohio Railway Company. He had worked his way up in the engineering work for the company, however, and was especially adept in the line of bridge construction. Previous to his railway work for the B. and O. he had been a mining superintendent in the Kentucky coal mining region.

Lt. Coles possessed a particularly characteristic droll wit that only those who knew him best came to appreciate. He was a splendid drill master, and this, together with his knowledge of engineering, made him a most efficient engineer officer. In France Lt. Coles had charge of details in railroad building and the getting out of material for general camp construction. On April 15, 1919, he was promoted to First Lieutenant. While the company was at Vatan, Lt. Coles was on detached service at Le Mans.

2ND LIEUT. THOMAS D. BEST was born and reared in Kentucky. He completed his education at the School of Architecture, University of Michigan. At the time he went to the officers' training school at Fort Sheridan, Illinois, he was architect for a large firm in Toledo, Ohio.

Lt. Best was first commissioned Second Lieutenant in the infantry. Altho he had preferred a commission in the engineer branch of the service at the outset, nevertheless he had become very much interested in infantry tactics as he pursued the course at Fort Sheridan. He was assigned to an infantry organization at Camp Custer, but when the 55th was first sent there he was attached to that regiment. He first commanded Company "D" while it was still a part of the old Company "C" at Custer. The Lieutenant was a very thoro drillmaster and did splendid work while acting in that capacity. He never returned to the infantry, but was commis-

sioned 2nd Lieutenant in the Engineers, allowed to remain in the 55th, and assigned to Company "D" shortly before the regiment left Camp Custer.

Lt. Best, very naturally, had charge of details, doing building construction at Gievres. Numerous details on all types of buildings came under his supervision. That he executed his duties well is best attested by his promotion from Second to First Lieutenant. Unfortunately for Company "D," this promotion brought about his transfer to Headquarters Company, 55th Engineers.

2ND LIEUT. RALPH E. PHILLIPS was born and received his early schooling in New York City. He later attended Cooper Institute, graduating in architecture, and thereafter attended Columbia University for three years. He was engaged for four years with consulting engineers in New York City, working during the day and pursuing his studies in Columbia at night.

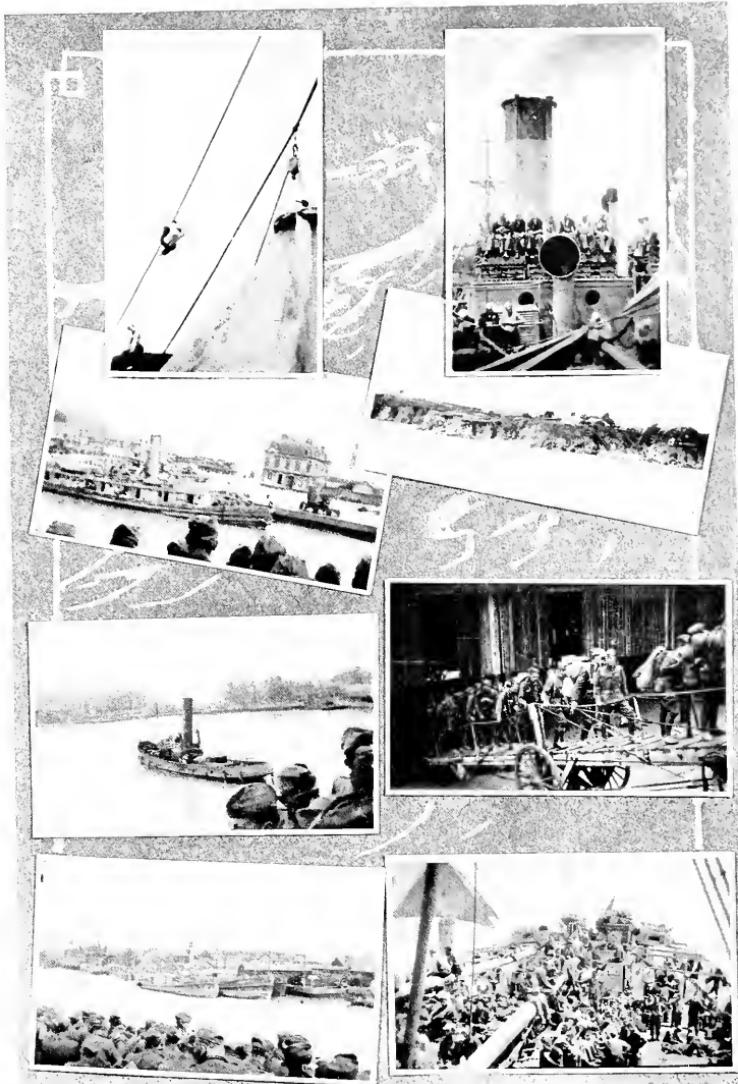
Lt. Phillips joined the New York National Guard in 1916, and saw Mexican Border service with the unit. When the United States entered the world war the N. Y. National Guard became the 27th Division, and went overseas in May, 1918. The division was first brigaded with the 2nd British Army in the Mont Kemmel sector in Belgium, and later with the 4th British Army on the Cambrai-St. Quentin front in France. After these experiences the Lieutenant entered the Engineer Officers' Training School at Langeais, from which he received his commission three months after completing the course, the delay being due to a general order following the armistice which held up all commissions. He was sent to St. Aignan, assigned to the 55th Engineers, and later assigned to Company "D"—just in time for the exodus homeward.

AXEL B. JOHNSON, a product of Minnesota and, previous to his army service, a teacher in the public schools of that state, came to Camp Dodge, and thence to Camp Custer, where he was first assigned to Headquarters Company. Johnson was a graduate of the University of Minnesota and had had military training with the cadets while in residence there. Being transferred to Company "D" in May, he was soon promoted to Sergeant, First Class. He possessed a happy faculty of being able to carry out his military assignments in a way very satisfactory to his superiors, while he still retained the utmost good will of the men under him.

Johnson was the first Company "D" man to be selected for an officers' training school after the company reached France. He attended the Sapper Engineer School at Langeais, France, from which he received his commission as Second Lieutenant. He was thereafter assigned to the 116th Engineers at Angers, France.

FRED R. LYON reached Camp Custer thru Camp Dodge. Lyon was also attached to Headquarters Company for some weeks after being sent to Custer, being transferred to Company "D" along with Johnson and others in May. He had a very thorough education, being a graduate of Iowa State Teachers' College, and, immediately preceding his army service, an instructor in the Fairfield, Iowa, public schools. In the States, Lyon was assigned to instrument work on the surveying crew. In France he had charge of Chinese labor. He left Company "D" for the Artillery Officers' Training School at Samur, France, in September, 1918. Having passed the course, he failed of his commission only on account of the early coming of the armistice. He elected to return to his old company rather than be placed in a strange organization, and remained with the outfit until its return. He was made a Corporal June 1, 1919.

FRANCIS W. HOLLORAN, "*Happy*," hailed from Minneapolis. He was a draftsman by pre-army vocation. He was last employed by the Minneapolis Transfer and Storage Company. Holloran was associated with the office work during practically all the time the regiment spent in the States. When the 2nd Battalion arrived at Gievres there was soon a vacancy in the sergeant majorship, and on account of his splendid qualifications Holloran was selected for the place. Thus he left Com-



SCENES IN NAZARE AND ON SANTA CECILIA

pany "D," and was attached to Headquarters. In this new position Holloran proved very proficient, having a most thoro grasp of the affairs under his jurisdiction.

BENJAMIN F. ROTHTROCK. "Duke," came to the company with the Camp Dodge increment. He had one grudge against Camp Custer doctors in that, having developed a slight cold en route from Camp Dodge, and having the red throat that often goes with it, he had been by their order chucked into the hospital as a scarlet fever suspect. But that was not to hold him long. He was soon putting the "pep" for which he was noted into Company "D."

Rothtrock finished the four-year agricultural engineering course at Iowa State College. He had had experience in surveying, drafting, gas-engine repair, and as factory foreman in a munitions plant. He was selling tractors for the Smith Company at the time he came into the army. He had received some military training in the cadet corps of Iowa State College. He had an unusual amount of push and pep, which no degree of trial seemed to overcome.

Rothtrock was never really separated from Company "D," as when it began work on the roads he was in charge of the details. When the company moved to the Vadan Camp, he moved with it and continued to direct the work of repairing roads. Altho as Top-Sergeant and later as Master Engineer he occupied a position that at times was very trying, no man in the company enjoyed a wider circle of friends.

OSCAR R. CARLSON, "Norway," was also from Camp Dodge, tho at the time he was called into the service he was on general construction work at Hog Island, Pennsylvania. Carlson's experience was chiefly along the line of carpentering and railroad construction, altho he had done some work as pipe-fitter and as engineer. His specialty while in the army very naturally became the building of railroads, and no other sergeant in the company could boast the amount of that kind of work that he turned out. Carlson at once commanded a wholesome respect for his knowledge of his work, and the good will of all the men who worked under him or came to know him. His keen sense of humor aroused many a laugh at opportune moments.

When he became a Master Engineer, Carlson, like Rothtrock, counted himself very fortunate in being allowed to remain with the company. He was given charge of the detail at the Anjouin stone quarry, and organized the work in such a manner that it brought the most favorable mention from the lieutenant-colonel who was inspector of quarries. He had the misfortune to break his leg in a motor-cycle accident, and so preceded the company on its homeward journey, taking the hospital route.

EUGENE C. KRAFT, "Benny," was the only man who hailed from Illinois to find a place in this part of the record. Kraft was a machinist by trade and was employed by the Illinois Steel Company at Joliet before his enlistment in the army. At Gievres Kraft was appointed Master Engineer and given general oversight of the pumping plants thruout the camp. He carried this duty forward in a manner which reflected much credit both upon himself and upon the company from which he came.

HENRY B. NICOLAISEN, "Nick," was an Ohioan from Cleveland, where he received his education. He engaged in truck gardening for a while and later did carpenter work, at which he was occupied when the war began. In April, 1918, he was sent to Camp Sherman. He crossed the ocean with the 329th Infantry, which landed in Le Havre after passing thru England. He was stationed near Le Mans on detached service, where he took part in the construction of the large forwarding camp. Later he was transferred to the 55th Engineers and promoted first to Corporal, and later to Master Engineer, junior grade. Immediately after this appointment he was transferred from Company "D" to Headquarters Detachment. Both his breezy, winning personality and his practical knowledge made his promotion a thing to be expected.

HARRY E. CLARKE received his college training at the University of Minnesota, where he specialized in agriculture. He spent three years in the cadet corps while in that institution. The time following that training was devoted to farming operations, and as foreman in a large warehouse.

Clarke was platoon leader and especially useful in drilling before the company left the States. His work in France was as recorder for the whole company when it first began work on the Gievres project, and later he was in charge of a detail at Mur De Sologne. Having been appointed First Sergeant, November 14, 1918, he executed the duties of the "top soak" in a conscientious and thoro-going manner as long as the company was in France. On the Santa Cecilia, bound for home, Clarke became suddenly ill and was taken to the ship's hospital. No one in the company realized how serious his condition was, and the sad news that his illness had developed into pneumonia with complications, and had terminated fatally while he was still in a hospital at Hoboken, came as a distinct shock to all who heard it. Sergeant Clarke had been absolutely "square" in his administration of the difficult duties of first sergeant. His life was truly given in devoted service to his country, and his family is assured of the sincerest sympathy of his host of friends.

JOHN C. HANSEN, "*Hans*," was the only Company "D" Sergeant that had ever been in Uncle Sam's army before, having served three years with the 7th Cavalry in the Philippine Islands. Just previous to his second advent in the army he had been engaged in the draying business in Paullina, Iowa. During the drill period at Custer, Hansen was the dependable right guide of the company. After coming to Gievres he found a new field of endeavor—that of road building and repairing. He took a keen interest in this line of work, and the best testimonial to his work is the fact that he was given oversight of the various details on the roads about the camp, under the direction of the captain in charge of general road work. In the first months of 1919 he was usually in charge of truck convoy details. Late in April he took the place of Master Engineer Carlson at the Anjouin quarry, when Carlson broke his leg.

CHARLES E. JACKSON, "*Jack Number 1*," was another Camp Dodge man. He was in Iowa State College for two years, taking the course in animal husbandry. In this period he also had the cadet work offered there. His practical experience was along the line of farming, and as a clerk. At the time he came into the army, however, he was salesman for the Allyn and Bacon Publishing Company.

Jackson's most important work before he left the States was in acting as "*Top Kick*" for the Company "D" men quartered in Building No. 83, at Camp Custer. After the company arrived at Gievres he had charge of details engaged in building railroads, and in getting out lumber for warehouse construction.

"*SWEDE*," alias WALTER A. JOHNSON, came to Camp Custer with an increment of Michigan men. Just previous to his army service he had been engaged in army Y. M. C. A. work at Camp Custer, where he had charge of the athletic activities. Before that time he had been coach of the Presbyterian College, Clinton, South Carolina, and of the athletic teams of the Normal College, Battle Creek, Michigan.

Johnson's best work in the States was done along the physical side, giving setting up exercises, etc. He was also the mainstay in the football team organized at Gievres, both as player and as coach. His chief line of work on the project in France consisted of supervising the construction of wood frame warehouses and barracks. In Vatan he had charge of the many trucks and light cars which were used in the road work.

ROBERT W. SPENCE came to Camp Meade from the state of Pennsylvania, and thence to Camp Custer. He had been employed as a railroad fireman and machinist previous to his military service. Spence's line of activity in France was the oversight of steel warehouse construction on the Gievres project, and the building of

water tanks while on detached service near Tours. He discharged these duties with credit to himself and to Company "D." Later he was connected with the stone quarry work in Anjouin.

HARRY HINZ, "*Heinie*," hailed from Manning, Iowa. His occupation before coming into the service was the banking business in that place.

The supply sergeant's position with the company, especially in the engineer corps, where a large number of tools are constantly in use in addition to all other equipment of the company, is an especially arduous and trying one. Sergeant Hinz organized this department in a very thoro manner, and always kept things in an exceptionally neat and orderly way. He was able to tell one immediately just what could be done for him, and his even tempered, practical, businesslike way marked him as the proper man for the place. We are sure that no company had it over Company "D" in the way of a supply sergeant. He was transferred to Regimental Headquarters Department and made Battalion Supply Sergeant June 1, 1919.

The way to a man's heart is more truly thru his stomach while he is in the army than when in civil life. Next to the top sergeant, or perhaps not even excepting that personage, the mess sergeant has the most difficult place in the company. It is always easy to find fault in the army, and of course the mess is a peculiarly easy subject to crab about, and so the trials of the mess sergeant are evident.

Company "D's" Mess Sergeant, Nicklous Degan, "*Nick*," spent most of his time before entering the army in the carpenter business, yet no one ever complained of ever finding shingle nails in his soup. He expressed a preference for cooking when he first came to Camp Dodge and was put on the list of cooks there. He was made mess sergeant after the company reached Gievres, and having been well trained and always wide awake and on the job to see that his bunch got all that was coming to it, Nick made a most efficient "Master of the Mess."

WILLIAM E. DAMES hailed from the state of Pennsylvania. Dames was an expert carpenter, and given a set of carpenter tools and plenty of material he would have been thoroly at home. This man was perhaps more unassuming and unpretentious than any of the others who are mentioned in this section, yet he held the merited respect of every man who came to know him, besides being well liked personally. His chief work in France became the supervision of water tank construction while on detached service near Tours. He was made Stable Sergeant when the company acquired its horses at Vatan.

WILLIAM T. BARRY, "*Colonel*," was a painter and decorator previous to his last army service. Berry was another one of the Camp Dodge men with Iowa as his native state. He served in the 53rd Regiment, National Guard, for three years at an earlier enlistment and was on the Mexican border with that command. Barry was of the genial, jovial, good natured sort, whom all the fellows liked. His chief work in France became building and miscellaneous construction, and later the superintending of road repair work.

HARRY L. BLACK formerly was engaged in the jewelry business, altho we find that he had also been interested in the grocery trade previous to that employment. Black's chief work in Company "D" while in the States was in giving "short and long point" commands in bayonet drill and later as "chief of the mess."

In France Black was finally relieved of the mess sergeant duties, which had never really appealed to him. His best work was done along the line of inspecting gas and oil tanks made for the Government by the James Stewart Co. Civilian labor was employed in the making of these tanks, and it devolved upon Sergeant Black to see that the work was satisfactory. In Vatan Black had charge of details of individual road patrol, or "*Cantonniers*," as the French call them.

ERIC V. GUSTAFSON, "*Gus*," was born in Oskar, Sweden. He spent his early life and received his education there. He came to America in 1909 and engaged for four years in general construction work, traveling thru the west. His specialty



OUR OWN "Y"



IODINE AND PILLS

was steel and concrete. For two and one-half years immediately preceding his army service he had been connected with a Minneapolis contracting firm, serving as secretary to the firm in addition to his supervisory duties. He came to Dodge February 26th, 1918.

In France Gus' time was largely devoted to carpenter work. He had a very large part in building up the army quarters where Company "D" was housed. His ability, coupled with his genial nature, made him well liked by the whole company.

FRANK J. JACKSON, "Jack No. 2," was a lithographer from Minneapolis previous to his enlistment. One of the best testimonials to this man's worth and application to business is found in the fact that he had worked for one firm for nearly eleven years. Jackson was engaged in various phases of the Gievres project. He always went about things in a quiet, confident manner that impressed all who knew him, and he could be trusted to stay strictly on the job. He possessed a droll humor all his own that was a help when either off or on duty.

WILLIAM D. MAYO, "Ole," draftsman and mechanical drawing teacher from Davenport, Iowa, came to Custer from Company "C," 313th Engineers, at Dodge. Mayo also possessed a talent for piano playing and used to instil "pep" into the bunch, especially during the long periods of quarantine. The orchestra that the company had at Custer was largely brought about by Mayo's efforts.

Mayo was Sergeant in charge of surveying for the Second Battalion on the Gievres project. He thought he knew definitely just how far it was to every corner of the Gievres camp. He did the surveying for most of the railway construction about camp, staked out practically all the warehouses, and carried forward all the tasks that fell to the lot of the surveying crew on all the work done by the 55th, or under 55th supervision, except that unrecognized and unrewarded part of it known as "detached service."

CLAUS A. NYQUIST was "born and bred, buttered and bruised," in Sweden. He came over when he was 11 years old and settled in Cadillac, Michigan. Previous to his coming to Custer he was employed by the Grand Rapids and Indiana railroad company. His work in France was almost entirely in the line of railway building, for which his past experience had well fitted him. On February, 1919, having been taken seriously ill, he was transferred out of the company and went home by the hospital route.

LOUIS PEARLSTEIN was formerly a building contractor in Pennsylvania. Pearlstein was one of the best prepared men in Company "D" from the standpoint of education, having taken his work largely in the University of Pennsylvania. Soon after coming to Gievres, Pearlstein was put on detached service near Le Mans. His particular class of work was building construction. In Vatan he became a sort of general utility man, most of the time acting in the place of any one of the sergeants who happened to be absent. A characteristic which became increasingly evident during this period, and which made him a valuable asset to the company, was his ability always to get all that he was sent after and sometimes more. Indeed because of this marked ability for annexing anything that Company "D" needed, he became known as Company "D's" porch-climber. He was made Company Supply Sergeant June 1, 1919.

WILLIAM L. PETERSON, "Pete," was teaching school when he was caught in the draft, put on flannels and covered them with Uncle Sam's uniform. He was a graduate of Coe College and had taken one-half year of work on an M. A. degree at Iowa State University. After two years as athletic director and teacher at Perry, Iowa, he became superintendent of schools first at Hopkinton and then at Greeley, Iowa.

"Pete" was a guiding and uplifting influence in the company at all times. Starting with the organization of a Bible class at Custer, he became the company "Y"



THE OFFICERS ARE "SNAPPED"



THE NOISETIEST BUNCH OF ALL

leader, a title well earned by his activity in keeping that class going and in branching out later into social and athletic work. Due to his efforts in connection with the "Comrades in Service" program, Company "D" stood foremost in this work in the camp, being among the first to have classes in European geography, English, elementary arithmetic and French.

While these results were probably his most valuable contribution to the company, he was also very helpful as a drill sergeant during the period of organization, and later on in France was in charge of various construction details. To him fell the task of making the "Y" tent at Vatan Camp the success which it proved to be. Finally it is only fitting to say here that a very large part of the credit for this history is due to him.

WILLIAM G. SANDO was formerly engaged in the carpenter trade, his last work in civil life being done for the Bethlehem Steel Company at Lebanon, Pa. Therefore Sando particularly enjoyed the wood construction end of the work at Gievres, and was employed chiefly in building warehouses and barracks. He was later in charge of a casual enlisted men's mess at Gievres. He developed into an excellent ball player, playing with the Construction Engineers' Team.

GEORGE W. SMITH, "Smitty," claimed Winfield, Iowa, as the town of his nativity. His education, which was interrupted by the army call, was secured largely at the State University of Iowa. During the period he spent at that institution, he was a "cadet." The drill features of army life appealed to Sergeant Smith far more than any other phase of army activity. His principal line of endeavor at Gievres was the oversight of a large camp gravel pit, where all the material of that nature for the camp roads was secured. American prison labor was used on that part of the project, and Sergeant Smith became particularly interested in the work on that account. At Vatan he had charge of road details.

W. H. H. THAYER, an Iowan by birth, came near becoming a subject of King George during his residence in Canada. He returned to Iowa, however, and came into the army from Centerville, Iowa. His work has been mining and farming. Thayer declares that he has "run the rounds" in the different kinds of work he did while in France. He possessed the traits that gave him a wide acquaintance and a very high standing in the company.

While he had escaped the overlordship of Great Britain by a narrow margin, Sergeant Thayer just couldn't resist the lure of the French Republic as presented by one of the attractive feminine subjects. By a remarkable stroke of good fortune, a truck in a convoy party which he was accompanying met with an accident at Roanne, where dwelt an artist lady who fully met the difficult standard of his ideal. He was left to guard the truck, which proved to be so satisfactorily damaged that he was able to stay a full month at Roanne. By a whirlwind, impetuous campaign, he won the lady's heart and hand, and dauntlessly engaged to furnish the library of recommendations, birth certificates, genealogies, and sundry other documents of the sort which were required for their marriage. By some necromancy he actually did it, and on April 22nd, 1919, he became a benedict. Before the company set sail he was discharged in France where he engaged in business.

CASPER G. BRYDLE, "*Cap*," was a Michigan product, born, reared and educated at Elkhart, that state. Previous to his army service, he was a truck driver and flour salesman. He first reported at Custer in September, 1917, but on account of physical disability was discharged temporarily, being recalled in March, 1918. He came to the 55th from the 160th Depot Brigade.

"*Cap*" was made an acting squad leader when he first came to Custer, and a Corporal after the company reached France. He was in charge of details on construction work at Gievres before the close of the war, and he was the dependable driver of a light Dodge truck during the time the company was stationed near



AFTER THE DAY'S WORK



IN OUR OWN FRONT YARD

Vatan. In this capacity he probably traveled more miles than any other man in Company "D." He was made Sergeant June 1, 1919.

WILLIAM CRANE was formerly engaged in plumbing at Red Lake Falls, Minnesota. Crane was on special duty in the vicinity of Tours as a pipe-fitter and plumber. In this work he felt thoroly at home and acquitted himself with much credit. He later did the same kind of work on the Gievres project.

EDMUND DE COKER claimed Belgium as the land of his nativity, having been born at Wynghim. He came to America in 1914, reaching Detroit thru Canada, where he had been working for six months. He had been engaged in the carpenter trade in Belgium and so continued in the States. He came into the service at Custer, April 20th, 1918.

De Coker was a very clever artificer both in wood and metal. Given an idea of what was wanted and any adequate material, he could produce a finished article. Many a feature designed for camp comfort owed its construction to this man. Many a Souvenir de France came into being thru the same handicraft.

CHARLES W. FOTHERGILL, a native of Pennsylvania, was educated in Philadelphia. He was cargo master for the Austro American Steamship Company until 1914, when this line was the first to suspend business as a result of the war. Thereafter he was employed by the Edward G. Budd Manufacturing Company as assistant purchasing agent. He entered the service April 25th, going first to Camp Meade. He was transferred to the 55th at Custer on May 28th.

In Gievres, Fothergill spent most of his time "driving chinks," and later, at the Anjouin stone quarry, he was Chief Clerk and Canteen Supply Man for the detachment.

WEBB W. FOULKE, "Son," was the affable, obliging clerk all the time the company was in France. We know now that the patrons on Route No. 3 out of Carlisle, Iowa, lost a splendid mail carrier when he joined the colors; but fortunately their loss was our gain. Surely we couldn't have carried on the war successfully without his cheerful "Come-in" in answer to our knock on the Company "D" office door.

EARL D. HAMMOND, "Ham," was a plump Iowa product—visible evidence that the state really belongs in the corn belt. "Ham" was born, reared and educated at Waukee. The early part of his life was spent in farming, while that immediately preceding his army service was devoted to auto repair work.

In France Hammond became "Y" clerk at No. 1 Hut. We imagine that it taxed even his good nature to carry on at such a trying post. When the company moved to the Vatan camp Earl's proficiency as a mechanic suddenly came to light, and he had a steady job thereafter.

CHARLES S. HEATH, "Neet," was another Michigander. He was born in Indiana and later moved to Benton Harbor, Michigan. Educated in the Benton Harbor High School and Business College, he later became station agent for the Interurban R. R. Company at that place. In this capacity the world war found and claimed him March 29, 1918.

Being from Michigan, he was well acquainted with Lizzie Ford, and so, when the Company moved to the Vatan Camp he was given command of the first Ford the company drew. He rambled here and there with "Chow" for men in and out of camp, and to hungry details he was a very welcome visitor.

JAMES KING, "King James," was listed as a Minnesota horse trader before his appearance in Uncle Sam's army. We don't know surely whether he was of the Harum type or not, but it is safe to guess that he was. King spent about equal lengths of time railroad building, on convoys, driving U. S. prisoners, and bossing a quarry detail.

JOHN A. MARSH was a plumber in Rochester, Minnesota, before the war engaged his attention. We doubt whether any man in the command took a keener interest in keeping his equipment ship-shape. He was another man who appreciated the drill feature of army life. In France Marsh did his best work as a plumber and pipe-fitter.

ROYAL R. MARSH, "Railroad Marsh," a painter from Holstein, Iowa, came to Custer from Camp Dodge. Being a splendid clarinet player and having had experience in band leadership, Marsh was put in charge of the 55th Regimental Band. He was chosen by Colonel Daley himself as Corporal Band Leader. This band was not a recognized band and therefore Marsh experienced many difficulties in getting time for practice, etc., but we hesitate to think what the 55th would have done without the band. It was largely due to Colonel Marsh's efforts that the organization succeeded.

JOSEPH A. MOLITOR was a retail merchant doing a general merchandise business in St. Paul when his country summoned him. In the 55th Molitor became a member of the band, playing the French horn. He also handled the violin in the orchestra. He worked in headquarters office as Assistant to the Sergeant Major during the greater part of the time in Gievres.

Who of the 55th knew not Molleston? Probably no man in the regiment had a wider acquaintance, since he occupied conspicuous places both as Drum Major in the band and as short-stop for the regimental base-ball team. Company "D" will remember him as "Uncle Josh," or "Charlie Chaplin," or in some other humorous roll which he could carry so well. Carl T. Molleston was the most successful dispeller of the gloom that otherwise would have settled over us occasionally, that Company "D" ever found within or without its ranks. "Molly" fully justified his pre-army vacation claims of "show man." At Gievres he worked at "Y" No. 1, and later at the log yard as a checker.

PIERRIE A. POWER was born in Escanaba, Michigan, and educated in the Michigan graded schools. He was engaged in office work for the Great Northern Railway Co. for ten years. Following that period he was employed in bridge work for the same company up to the time of his enlistment. He enlisted in the 55th at Portland, Oregon, on May 10th, 1918, and after a few days at Vancouver Barracks, joined the company at Custer.

In France Power's work was valuable in bridge construction, while the company was engaged in railroad building. Later at both Gievres and Vatan his office work stood him in good stead, and he did a great portion of the stenographic work of the company.

DANIEL H. SHEPHERD came to Custer from Dodge. "Shep" was a painter by trade, but also had had experience on the Chicago, Burlington & Quincy R. R. He originally had aspirations in the line of cooking, but was too well qualified for railroad building to be allowed in the kitchen of a railroad company. Shepherd knew the major portion of the track that "D" had laid in France.

EDWIN C. SHERIDAN, "Sherry," hailed from the "Keystone State." Previous to his military service he had been employed by the National Biscuit Co. as a millwright. He came into the service at Camp Meade, Md., and was transferred with the Meade increment to Custer in March, 1918.

Sheridan was most useful during the period of the war on surveying parties. When the company moved to Vatan he did good work as patrol on a road section. The one of the last made corporals (appointed in April), Sheridan had given a very good account of himself at all times.

ALBERT A. STICH hailed from the state of Wisconsin and the city of Milwaukee. Previous to his induction into the army he had been employed for one and



CAUGHT AT RANDOM



"VUE GENERALE DE CAMP VATAN"

one half years by the Avery Thresher Co. as millwright and general carpenter. He came to Custer April 30, 1918.

Stich was among the most efficient carpenters which Company "D" possessed. Many of the conveniences which made the camp at Vatan such a "livable" place were the work of his hands.

WILLIAM F. SWANSON, "Swannie," was as his name indicated, from Minnesota. He was educated in Minnesota College. His specialty was commercial art and designing.

In the army Swanson served on the surveying crew. He was always the official sign and poster maker as well as stenciler. Since he was a loyal bandsman, his time, with these many duties, was very fully occupied. The pictures which appear in this book were all drawn by him.

ROSCOE H. TEETS hailed from Keota, Iowa, and was a painter by choice. He served for six months in the 2nd Illinois National Guard. He was on the Mexican border at the time of the trouble there. Teets was particularly interested in the drill feature of the army game. He was engaged in operating a tractor train during the greater part of the company's stay at Gievres. He was also snare drummer of the Regimental Band. He was made Sergeant June 1, 1919.

ALBERT J. THIEMAN was employed in the lumber business at Deer River, Minnesota, being an edgerman by trade. His work in France then was very naturally along the line of wooden building construction. Thieman was a steady, reliable, conscientious worker.

CHARLES E. WAHLIG represented Davenport, Iowa, in Company "D." He was a photographer by profession, having spent four years at that work previous to his army service. "Wally" was a splendid type of fellow, and to know him was to like him. He was in excellent health while in the States, and did good work, but on coming to France was from the time of landing troubled with rheumatism. He surely endured his share of pain. He was finally sent to base hospital at Montierchaume, and from there returned to the States.

ANTON NORDWALL was a carpenter previous to his army service. His chief work in France was as Engineer on a tractor train hauling gravel, while the company was stationed at Gievres, and as Engineer at the stone quarry while the company was engaged in road construction.

HAROLD J. STUCKMAN, "Stuck," was formerly a Minnesota farmer. "Stuck" did his best work in France in the capacity of a Truck Driver. He did a large amount of truck convoy work.

LIEUT. W. N. PETERS was assigned to Company "D" just before the return to Gievres for the homeward journey. Lieut. Peters was an Eastern product, coming into the service from the state of Pennsylvania. He had been a thoro going railroad construction engineer preceding his army service.

The Lieutenant enlisted in the 55th just before the regiment left Camp Custer. He was first assigned to Company "E" and soon became a sergeant first class. When the regiment came to France he had charge of all the surveying done by the 55th men at Gievres. He was given a commission as a second lieutenant in September, 1918, and made a first lieutenant early in the year 1919.

Great credit is due Lieut. Peters for his rise from the ranks. As an officer he held the respect and good will of all the officers and men associated with him.

*Roster of Officers of Co. "D," 55th Engineers:*

CAPT. W. S. HAWKINS, Engineering Dept. Sinclair Oil Co., Tulsa, Okla.

CAPT. G. E. STRAUSS, 4422 Sation Ave., Cincinnati, Ohio.

LIEUT. J. H. COLES, 510 Wright Bldg., St. Louis, Mo.

LIEUT. W. N. PETERS, 2216 S. 2nd St. Philipsburg, Penn.

LIEUT. R. E. PHILLIPS, 1536 44th St., Brooklyn, N. Y.

## PART IV

In order more clearly to do justice to every man on the Roster, and at the same time to present the list of names and addresses of the men who either came to France with Company "D" or were attached to it during the major portion of its time in France, the following list is appended:

ALLEN, DARWIN	Steady and dependable.	Gobleville, Michigan
ALLEN, SELDEN P.	143 Cherry Street, Battle Creek, Michigan <i>A good man for light-duty birds.</i>	
ANASTASI, GUISSEPPE	20 Orchard St., Mansfield, Ohio <i>A good, conscientious worker.</i>	
ANKIEL, JOHN J.	21 Anson Ave., Detroit, Michigan <i>Right there on R. R. work.</i>	
ANYON, GEORGE	1266 7th Ave. N., Minneapolis, Minn. <i>The best Cook of the A. E. F.</i>	
BADALAMENTI, SAVERIO	461 Congress St., Detroit, Michigan <i>The "New York Kid."</i>	
BAKER, CLARENCE	120 N. Rose St., Kalamazoo, Mich. <i>Who always looks on the bright side.</i>	
BARRER, JAMES T.		Mitchellville, Iowa <i>Happy tho fat and muchly in love.</i>
BARRY, WILLIAM T.		113 East 11th St., Cedar Falls, Iowa <i>Irish Burry-O." The all around man.</i>
BARTSCH, GUSTAV M.		232 East Annapolis St., West St. Paul, Minn. <i>A hustler—the man who liked grapes.</i>
BAUER, MARTIN W.		1608 Madison Ave., Piqua, Ohio <i>He'll make a dapper floor-walker.</i>
BECKMAN, LEWIS G.		St. James, Missouri <i>The sleepless wonder.</i>
BELL, HERBERT H.		Mitchellville, Iowa <i>"Ding-Dong"—"I'll fix it for you right away."</i>
BERNATCHEZ, EDWARD J.		312 4th St., Manistee, Michigan <i>The quiet frog.</i>
BERWANGER, JAKE		742 5th St., Dubuque, Iowa <i>Big Jake—Looking for the rake-off.</i>
BETTLER, RAY L.		Wapello, Iowa <i>Good, willing worker—"Cheerful Ray."</i>
BISKUPSKI, FLORYAN		313 South Sherman St., Bay City, Mich. <i>The "Pick" artist.</i>
BLACK, HARRY L.		Bloomfield, Iowa <i>The watch maker at the Oil Station—"Gas House Harry."</i>
BLAZIS, PETER		345 South Alley, Mahanoy City, Penn. <i>"Give it to me—a cigarette."</i>
BOGARD, LEWIS J.		5036 N. Winchester Ave., Chicago, Illinois <i>The human gas engine.</i>
BOUCHER, JONAS		309 Walnut St., Dawson Springs, Kentucky <i>"Kentucky" of bone-fame—Chief water-boy—7 come 11.</i>
EORIS, TONY		1610 Center St., Racine, Wisconsin <i>The Sampson of Company "D" who kept his strength in reserve.</i>

BOULIS, PETER W.	310 West Mt. Vernon St., Shenandoah, Pa.
	<i>The convoy specialist.</i>
BOUSSNEUR, JOHN W.	971 14th St., Detroit, Mich.
	<i>Introducing Boussneur and his trained "Mack."</i>
BOWLBY, CHARLES M.	3237 39th Ave. South, Minneapolis, Minn.
	<i>The little old man—Married young.</i>
BRASSARD, LOUIS	3516 West 3rd St., Duluth, Minn.
	<i>He could "parler beaucoup."</i>
BRAATEN, EDWIN	R. F. D. No. 2, Henning, Minn.
	<i>The red-haired man from Minnesota.</i>
BRIMELOW, CHARLES W.	132 Michigan Ave., Detroit, Mich.
	<i>The "English" Medic—"You Know."</i>
BRINKMAN, JOHN	R. F. D. No. 9, Holland, Mich.
	<i>Fat and Healthy.</i>
BROCKMANN, HENRY F.	Ferdinand, Indiana
	<i>Indiana Boy.</i>
BROOKS, EVERETTE F.	Butler, Ohio
	<i>The "Spike-null" mechanic.</i>
BROOKS, LAWRENCE P.	R. F. D. No. 8, Holland, Mich.
	<i>Home-Sick in France.</i>
BROWN, HARRY M.	R. F. D. No. 1, Waukeee, Iowa
	<i>"I can't get 'em up" Par Bon?</i>
BRYDLE, CASPER G.	Kendall, Mich.
	<i>Popular with the French "Mademoiselles"—"I likn you."</i>
BURHANS, CLYDE L.	Pawpaw, Mich.
	<i>Retired Bugler—W'alks in his sleep.</i>
BURNQUIST, DAVID	St. Hilaire, Minn.
	<i>"That's all we can let you have."</i>
CARLSON, OSCAR R.	Chisholm, Minn.
	<i>"The Lucky Swede"—"Outside for policing"—A. E. F. section foreman.</i>
CLARKE, HARRY E.	913 Eustis St., St. Paul, Minn.
	<i>"Got any gum?"—The man with the whistle—A stickler for discipline.</i>
CLAWSON, PETER	R. F. D. No. 5, Allegan, Mich.
	<i>The shovel artist.</i>
COCAT, MICHAEL	3269 Vermont Ave., Detroit, Mich.
	<i>The nail driver and wood butcher.</i>
COPLEY, GEORGE H.	230 West Fourth St., Chanute, Kansas
	<i>A clean-cut U. S. Soldier—Football player.</i>
COURTNEY, FRANCIS E.	234 West Hammond St., Ostego, Mich.
	<i>"I sent my wife a postal card."</i>
COXFORD, EDGAR	Douglas, Mich.
	<i>Coxford with a fat smile.</i>
CRANE, WILLIAM	705 Stewart Ave., Crookston, Minn.
	<i>The heart-breaker—The briar pipe fitter.</i>
CRIPPIN, CLAIR	Covert, Mich.
	<i>The Michigan "Mik."</i>
DAMES, WILLIAM E.	549 Grant St., Pottston, Pennsylvania
	<i>The little gentleman—Never afraid of work.</i>
DECOKER, EDMOND	1159 Lillibridge Ave., Detroit, Mich.
	<i>The accordion entertainer—Ring making a specialty.</i>
DEFIELDS, ALEX	Colona, Mich.
	<i>Tried and true—"Let's go homsky."</i>
DEGEN, NICKLOUS	Taopi, Minn.
	<i>"Come and get it"—The "Best" Mess Sergeant in the A. E. F.</i>

DEPUY, RUSSEL L.	216 Clinton St., Plainwell, Mich.
	<i>The "Chink" driver—"They killed four policemen a week in Detroit."</i>
DEVAN, IRWIN F.	310 Belgium Ave., Covenstown, Maryland
	<i>Engineer Specialist—One of the "Meade Twins."</i>
DOMINGO, FRANCESCO	172 Congress St., Detroit, Mich.
	<i>The other "New York" Kid.</i>
DONELY, THOMAS	1247 Hall Ave., Zanesville, Ohio
	<i>The smile that won't come off.</i>
DRIVER, WILLIAM G.	R. F. D. No. 1, Osceola, Iowa
	<i>A patriot whose stomach was a conscientious objector.</i>
DUGUE, OSWALD A.	124 North Cortes, New Orleans, La.
	<i>The "Spanish" story teller.</i>
ELLEFSON, ALFRED	Roseau, Minn.
	<i>Kraft's private secretary—The convoy expert.</i>
ERCOLANO, BASILO	Utica, Ohio
	<i>The "Ohio" glass blower.</i>
ERLANDSON, FRANK G.	Coleraine, Minn.
	<i>One who chose the "gold" and not the "dross" in the Army.</i>
ESSICK, WARREN G.	Norwalk, Iowa
	<i>"Rheumatic"—"Rheumtaint."</i>
FELZER, PHILIP	2437 South Sheridan St., Philadelphia, Penn.
	<i>Ever "Happy"—Always on the job—The high diver.</i>
FISCHER, EMIL	Fulda, Minn.
	<i>A man who needed two bunks, one for his many friends.</i>
FISCHER, WALTER R.	147 North Millick St., Philadelphia, Penn.
	<i>"Diamonds are small, but—"</i>
FLEMING, JAMES P.	2423 Iseminger St., Philadelphia, Penn.
	<i>"The Irish Jew"—Pop Frost's training partner.</i>
FOGARTY, EDWARD W.	325 East Mahanay Ave., Philadelphia, Penn.
	<i>The "General" of the pump house.</i>
FOTHERGILL, CHARLES W.	2339 North Judson St., Philadelphia, Penn.
	<i>The 1st Lieut. of the "Chink" drivers—"Philadelphia Encyclopedia."</i>
FOULKE, WEBB W.	Carlisle, Iowa
	<i>The over-worked, tho good-natured Clerk—"I'll do what I can for you"—and he did.</i>
FRANSON, ALBERT	Dassel, Minn.
	<i>"I am afraid I have lost my rifle."</i>
FRITZMEIER, WILLIAM M.	Elmore, Minn.
	<i>Whose head most got lost from his feet.</i>
FROST, JESSE A.	Kelliher, Minnesota
	<i>"What business is it of yours? The elephantine cook."</i>
FURMAN, HILLIARD B.	Owens Ave., Hyattsville, Maryland
	<i>Maryland, give us more like him.</i>
GAGNON, ARCHIE J.	524 Logan Ave., Toronto, Ont., Canada
	<i>The Franco-American</i>
GALL, GUSTAVE A.	196 Harland Ave., Detroit, Michigan
	<i>All Gall.</i>
GANSKE, BENJAMIN C.	R. F. D. No. 2, New Ulm, Minn.
	<i>The poker-player's Nemesis—"Get your feet off," etc.</i>
GARDISANI, OLIVO	189 West Jefferson Ave., Detroit, Mich.
	<i>The Italian Demosthenes.</i>
GIRONE, GUISSEPPE	1265 18th St., Philadelphia, Penn.
	<i>"Worki de kitch"—"Alle de time kitch."</i>
GNADT, ERNEST A.	Lake Wilson, Minn.
	<i>A worth-while man.</i>

GNALL, GEORGE . . . . .	McKinley, Minn. <i>The veteran steam-shovel man.</i>
GOBEL, FRANK I. . . . .	805 East 88th St., Cleveland, Ohio <i>"By golly"—"Honest too"—A clever workman.</i>
GOLDSTRAND, GUSTAVE . . . . .	Roosevelt, Minn. <i>Eric the Red.</i>
GREEN, ALBERT . . . . .	Hartford, Iowa <i>Quiet and unassuming—director of Chinese labor.</i>
GREEN, ARCHIE R. . . . .	223 North Park St., Kalamazoo, Mich. <i>An honest worker.</i>
GRiffin, GERALD M. . . . .	412 West Washington St., Marquette, Mich. <i>The Captain's orderly.</i>
GROSSMAN, GEORGE A. . . . .	Delmar, Iowa <i>"Forty-one cents"—The Ford mechanic.</i>
GRZYWINSKI, NICHOLAS . . . . .	910 East Magnolia St., St. Paul, Minn. <i>The "breezy" boy from St. Paul—A real foot-ball man.</i>
GUSTAFSON, ERIC V. . . . .	2933 Chicago Ave., Minneapolis, Minn. <i>The Company carpenter—The contractor.</i>
HAMMOND, EARL D. . . . .	Waukeee, Iowa <i>Affectionate Earl—A good scout.</i>
HANSON, JOHN C. . . . .	Paullina, Iowa <i>Horseless John—The road monkey—Cavalry king.</i>
HEATH, CHARLES F. . . . .	R. F. D. No. 1, Benton Harbor, Mich. <i>"What's life without Russet shoes?"</i>
HECKER, WILLIAM . . . . .	152 South Main St., Nazareth, Penn. <i>A wandering Jew from the Holy City.</i>
HELLAND, BERTHOLD J. . . . .	Forbes, North Dakota <i>The square-dance artist—A droll wit.</i>
HILGENDORF, ARTHUR F. . . . .	1019 East Pike St., Seattle, Wash. <i>But I talk on forever.</i>
HIMBERG, THORVALD . . . . .	International Falls, Minn. <i>In France for duty.</i>
HINZ, HARRY . . . . .	Manning, Iowa <i>The good-natured supply sergeant—"What size?"</i>
HOBEBE, CORNEAL . . . . .	110 Dayton St., Fremont, Mich. <i>He motored here, he motored there, until the job was done.</i>
HOLE, ROGER M. . . . .	644 North Oakland Ave., Indianapolis, Indiana <i>A big "Hole" in the company's resources.</i>
HOLLORAN, FRANCIS W. . . . .	701 16th Ave. North, Minneapolis, Minn. <i>"Lucky Baldwin"—One who knows his business.</i>
HORNEY, FREDERICK W. . . . .	R. F. D. No. 3, Bangor, Mich. <i>"Frederick the Great."</i>
HOWE, WESLEY . . . . .	Michiganame, Mich. <i>How? Fine!</i>
HUNDERTMARK, WILLIAM . . . . .	Conrad, Iowa <i>The Company "D" Dollar sign—Right there at any job.</i>
HUTCHINS, CLAYTO . . . . .	Redfield, Iowa <i>A bundle of contrary impulses.</i>
ICKES, JESSE . . . . .	R. F. D. No. 3, Decatur, Mich. <i>Alkali Ike, the Cowboy.</i>
JACKSON, CHARLES E. . . . .	516 7th Ave., Clinton, Iowa <i>"We want blankets"—"Shut the gate"—"The world is all wrong."</i>
JACKSON, FRANK J. . . . .	Main P. O. 101, Minneapolis, Minn. <i>He could do anything.</i>

JANUSZEWSKI, ROBERT	Motor-cycle Mike—the speed king.	Perham, Minn.
JENSON, JOHN	"That makes it mean"—A heart with room for all.	Lamberton, Minn.
JERTSON, NELS	"Blessed Insurance"—A good line, better buy now.	Whalen, Minn.
JOHNSON, ALBION K.	"Miller of the Dee"—Ask Bowlby.	Buffalo, Minn.
JOHNSON, AXEL B.	"Snap it up"—A lieutenant from "D."	Prescott, Wisconsin
JOHNSON, JOHN	8112 Superior Ave., Cleveland, Ohio. A worthy and industrious Buckeye.	
JOHNSON, JUUL I.	Keep pumping—"Give us Copenhagen."	R. F. D. No. 2, Byron, Minn.
JOHNSON, WALTER A.	The "Star" of the gridiron.	943 23rd Ave., Milwaukee, Wis.
JONES, THOMAS R.	R. F. D. No. 1, Crawfordsville, Iowa Singing Tom—"Look out for me, Boys, I'm 'alf boiled"—Get up, King, and wash.	
JORGENSEN, CHRIST R.	Our fire runner—"Turn out the guard."	St. Cloud, Minn.
KARTES, BERNARD E.	3023 N. Upton Ave., Minneapolis, Minn. The Pugilist—"Why?"—"What for?"—Remembered his family first.	
KARKOWSKI, PETER	371 Arthur Ave., Milwaukee, Wis. Base No. 9.	
KEELEY, WILLIAM T.	R. F. D. No. 3, Bay City, Mich. An artist on the Barracks grounds.	
KENSKO, JOSEPH M.	Honest—Steady Joe.	Minnesota Lake, Minn.
KERSTING, CHARLES N.	Cohasset, Minn. The home-sick boy.	
KING, JAMES	St. Hilaire, Minn. "Shanty Irish"—King James erstwhile from England.	
KINSEY, CHARLIE L.	Grimes, Iowa "The bigger they are the harder they fall."	
KLARNETSKY, ISRAEL A.	2551 South Eighth St., Philadelphia, Penn. "That's right—aint it?"	
KLEIN, GRADUS G.	1310 West Washington St., Pella, Iowa He got eats at Custer—True Blue.	
KLOPPING, VICTOR A.	Newton, Iowa At the "Front."	
KOENEN, GEORGE G.	867 Robinson Ave., Milwaukee, Wis. A willing worker.	
KORZAU, STANLEY	22 Dublin St., Hamtramck, Mich. Got there in time—ask Boris.	
KRAFT, EUGENE C.	1007 Jackson St., Joliet, Illinois "Grab that broom"—"Hey, all you dizzy birds."	
KRESSIN, WILLIAM A.	842 21st St., Milwaukee, Wisconsin "Petite" Kressin.	
LANGE, JOHN S.	301 31st St., Wyandotte, Mich. "I don't believe it"—Duty on the crane.	
LAWLER, JAMES J.	89 Merritt St., Plains, Penn. The other Twin—The third seat editor.	
LECAS, GUS E.	Valley Junction, Iowa "Oh, Boy"—"As you were"—The wrestler.	

LEE, JOHN W.	Cambridge, Iowa <i>"That 'ere truck driver."</i>
LESHNER, SAMUEL	613 McKean St., Philadelphia, Penn. <i>"Put some pep"—A good Indian.</i>
LEVINGSTON, CHARLES W.	1617 Ellis Court, Lansing, Mich. <i>Otto Michels's night-mare.</i>
LIEN, JOHN C.	Vining, Minn. <i>The puzzle maker—An "A-1" carpenter.</i>
LINCOLN, GEORGE E.	633 Prairie St., Grinnell, Iowa <i>Honest Abe—Another rail-splitter.</i>
LINDENMAYER, ERNEST L.	Marengo, Iowa <i>A French perfume user.</i>
LUND, OLE K.	North Branch, Minn. <i>A blackhund.</i>
LUNDEEN, VICTOR E.	R. F. D. No. 1, Harris, Minn. <i>"Snow-ball"—"What time is it now?"</i>
LUTZ, CYRUS	R. F. D. No. 3, Grant, Mich. <i>The unfortunate rail carrier.</i>
LYON, FRED R.	Rome, Iowa <i>An exponent of better things—Always happy.</i>
MABIE, GOMER	508 West Washington St., Colfax, Iowa <i>Perhaps may-be—The swash buckler—An enemy of French Wine.</i>
MAIN, JOHN	Box 4 North West Street, Kalamazoo, Mich. <i>"Why don't they do it this way?"</i>
MAKAUHKAS, WILLIAM	530 West Shawnee Ave., Plymouth, Penn. <i>Always had an argument.</i>
MALTZEN, HARRY	Lakefield, Minn. <i>"Officers' K. P."</i>
MANCUSO, JOE	136 Franklin St., Detroit, Mich. <i>The basket weaver.</i>
MAPES, VERNIE A.	Sparta, Mich. <i>Fat and saucy.</i>
MARANZANO, STEFANO	195 Russell St., Detroit, Mich. <i>The giant worker—The strong man.</i>
MARSH, JOHN A.	Wabasha, Minn. <i>The model soldier—My, how that rifle shone.</i>
MARSH, ROYAL R.	Galba, Iowa <i>"The Pied Piper."</i>
MARSHALL, WILLIAM D.	Bedford, Iowa <i>"Hurrah," the day of steam is here.—A black-hand.</i>
MATHIS, GARRIE A.	Elkhart, Iowa <i>"Rumley"—Another black-hand—Caterpilluring thru France.</i>
MATSON, EDWIN	2334 South Lee St., Philadelphia, Penn. <i>A faithful Swede.</i>
MAYO, WILLIAM D.	2838 South Fremont Ave., Minneapolis, Minn. <i>Monarch of all he surveyed.</i>
MESSINA, GUISSEPPE	259 Mullet St., Detroit, Mich. <i>An Italian strategist.</i>
MICHAELIS, GEORGE H.	168 Lemon St., Kenosha, Wisconsin <i>The old King Snipe—R. R. section man.</i>
MICHELS, OTTO K.	1321 North 7th St., Burlington, Iowa <i>The fiddler—Always cheerful—"Three teeth ruined."</i>
MILENDER, GEORGE W.	Clear River, Minn. <i>Drafted and ready for service.</i>

MILLER, ALFRED O.	Goodhue, Minn.
MIRECKI, WŁADYSŁAW	Duffield Ave., South Chicago, Ill. <i>A good soldier from Russia.</i>
MOLITOR, JOSEPH A.	383 East Cook St., St. Paul, Minn. <i>A grocer in line of duty—"Pretty soft."</i>
MOLLESTON, CARL T.	Linevelle, Iowa <i>"Uncle Josh"—"The soldier juggler"—"D" fun maker.</i>
MORENZ, AUGUST	1525 Central Ave., Detroit, Mich. <i>Slow but sure—The Sergeant's stove-man.</i>
MRZYGUD, ANTHONY	691 Frederick St., Detroit, Mich. <i>A good section man.</i>
MC CAUL, JOHN H.	436 Umatilla St., Grand Rapids, Mich. <i>"Gigadier Brindle."</i>
MCISAAC, EDWIN	South Rockwood, Mich. <i>He knew the rail-road game.</i>
McKEEVER, BENJAMIN H.	R. F. D. No. 2, Mitchellville, Iowa <i>Sherman was a great thinker.</i>
McKUSICK, CHARLES W.	207 Aurora Ave., St. Paul, Minn. <i>A rail-road machinist.</i>
MCLOUTH, ARTHUR	1656 Marlborough St., Detroit, Mich. <i>A would-be M. E.—A great interest in locomotives.</i>
NELSON, WILLIAM C.	303 Minnesota Ave., Gladstone, Mich. <i>The King of the "Chinks."</i>
NICOLAISEN, HENRY B.	<i>Breezy and self-reliant.</i>
NIELSON, KAI E.	614 North Minnesota St., Algona, Iowa <i>"Pop"—the terrible, durable Dane.</i>
NOLAN, WILLIAM R.	Grand Meadow, Minn. <i>"Miracle"—Count Von Hindenburg fights the Huns.</i>
NORDWALL, ANTON	R. F. D. No. 3, Sebeka, Minn. <i>On the tractor and it run.</i>
NYQUIST, CLAUS A.	Manton, Mich. <i>Road-Boss for the A. E. F.</i>
OMBRY, JOSEPH	818 Second St., Saginaw, Mich. <i>"Poma"—The happy Italian.</i>
OLEJNICZAK, JOSEPH F.	208 Clayton Ave., Detroit, Mich. <i>"Almanac"—One more black-hand.</i>
PAHDE, HERMAN C.	Mt. Olive, Illinois <i>"I can be tough, too"—A practical decorator in Co. "D."</i>
PANCRAZIO, RE	Ramsey, Mich. <i>The name and not the man that is crazio.</i>
PARKS, EDWIN A.	411 Regent St., Lansing, Mich. <i>A good, level head—Handy with the tin-snips.</i>
PEDERSON, OSCAR J.	R. F. D. No. 1, Drayton, North Dakota <i>Honest and dependable.</i>
PEARLSTEIN, LOUIS	1521 North 10th St., Philadelphia, Penn. <i>"Hot Dogs"—"Is Johnson up yet?"—"Do we have Reveille to-day?"</i>
PETERSON, JOHN A.	Box 44, Huntersville, Minn. <i>Never in a hurry but kept going.</i>
PETERSON, JOHN E.	Forest Lake, Minn. <i>A real engine driver—One more black-hand.</i>
PETERSON, GEORGE G.	Hazel, Minn. <i>Not a speed king, but a steady worker.</i>

PETERSON, SIGURD . . . . .	Walnut Grove, Minn. <i>A permanent K. P.</i>
PETERSON, WILLIAM L. . . . .	R. No. 3, Corning, Iowa <i>Co. "D" Historian—Co. "Y" man.</i>
PHILIPS, DAN A. . . . .	812 Plough St., Kalamazoo, Mich. <i>A convoy artist.</i>
PICCHIOTINO, MICHAEL A. . . . .	R. F. D. No. 4, Calumet, Mich. <i>He got beau-coup mail.</i>
POLO, WILLIAM A. . . . .	Frederick, South Dakota <i>"I aint making any noise, am I, Jack?"</i>
POLL, BENJAMIN . . . . .	21 East Elm St., Fremont, Mich. <i>Good at several jobs.</i>
POMA, SAM . . . . .	103 Chestnut St., Detroit, Mich. <i>Poma the snorer.</i>
POWELL, CHAS. J. . . . .	323 East Ave., Elyria, Ohio <i>A typical Yank, long, lean, brown and lank.</i>
POWER, PIERRE A. . . . .	P. O. Box 129, Norway, Mich. <i>All H. P. Power—Co. "D's" Bridge-builder.</i>
RASHKOWSKI, FRANK . . . . .	612 Elizabeth St., Kenosha, Wisconsin <i>Consistent in spite of his name.</i>
REEVES, CHESTER . . . . .	Waverly, Iowa <i>"Erect"—Co. "D's" right guide with a thirty-eight inch step.</i>
REYNOLDS, FRANK . . . . .	285 North Ave., Battle Creek, Mich. <i>A Gold-dust twin.</i>
RISINGER, KIRBY W. . . . .	57 Plum St., Wyandotte, Mich. <i>The Star-gazer.</i>
ROCK, MARTIN A. . . . .	Parnell, Iowa <i>Parnell's Rock of Gibralter.</i>
ROENISCH, HERBERT . . . . .	902 15th St., Detroit, Mich. <i>A first class carpenter.</i>
ROMES, TONY . . . . .	Box 16, Western Ave., Sheboygan, Mich. <i>What? A survivor of Pompeii.</i>
ROTHTROCK, BENJAMIN F. . . . .	Bondurant, Iowa <i>"Chief of the Black-hands"—"Our own Top-Kick."</i>
RUKONEN, OTTO . . . . .	Fenner, California <i>Stayed awake so that others might sleep—The Dentists' patient.</i>
RUNMARK, JOHN . . . . .	625 Morgan Ave. North, Minneapolis, Minn. <i>Convoy John—The Cherub.</i>
ST. AUBIN, HENRY L. . . . .	Vanderbilt, Mich. <i>Thoroughly at home in France.</i>
SAMA, GUISSEPPE . . . . .	618 Kenilworth St., Philadelphia, Penn. <i>"Me shava you"—Our obliging, efficient barber.</i>
SANDO, WILLIAM G. . . . .	R. F. D. No. 8, Lebanon, Penn. <i>Capable, energetic, fair—friend to all.</i>
SCHAIBLY, EZRA B. . . . .	R. F. D. No. 5, Lansing, Mich. <i>Amiable and industrious—A real man.</i>
SCHMIDT, EDWARD A. . . . .	Ocheyrdan, Iowa <i>The Prodigal Sun-beam.</i>
SCHMIDT, LOUIS H. . . . .	Perham, Minn. <i>Shad all Co. "D" horses.</i>
SCHMIDT, RAYMOND W. . . . .	3037 North Franklin St., Philadelphia, Penn. <i>"Y" No. 1—a real clerk behind the counter.</i>
SCHMITT, JOSEPH H. . . . .	1162 Townsend Ave., Detroit, Mich. <i>Big Joe, a real mechanic.</i>

SCHWANKE, CHARLES A.	820 West 8th St., Cedar Falls, Iowa
	<i>"Eventually, why not now?"—A good worker.</i>
SHEPARD, DANIEL H.	Melrose, Iowa
	<i>Carlson's assistant.</i>
SHERIDAN, EDWIN C.	955 North Sartain St., Philadelphia, Penn.
	<i>"Sherry"—the tripod man.</i>
SHOOK, HERBERT A.	R. F. D. No. 2, Van Wert, Ohio
	<i>Quiet and likable.</i>
SHOOK, OLEY F.	Nazareth, Penn.
	<i>A "D" man in hard luck.</i>
SHULACH, JOHN	33 Parsons St., Detroit, Mich.
	<i>One whom pence accommodated.</i>
SINNA, ANDREW	New Brighton, Minn.
	<i>"Well water" Sinna.</i>
SMITH, GEORGE W.	432 South Johnson St., Iowa City, Iowa
	<i>The bullet-proof Kid—"Carry a mirror."</i>
SMITH, JASPER L.	R. F. D. No. 3, Eaton Rapids, Mich.
	<i>"Waal, no, not a Corporal but I'm No. 1 in the front rank."</i>
SNYDER, FRANK E.	222 Smith Ave., Lansing, Mich.
	<i>"Oui," "Oui," "Sir."</i>
SNYDER, RODNEY V.	Dallas Center, Iowa
	<i>Dallas Center, you were very well represented.</i>
SOLSAAS, EDWIN	Jasper, Minn.
	<i>A good natured, worthy Minnesotan.</i>
SPENCE, ROBERT W.	1941 East Cambria St., Philadelphia, Penn.
	<i>"Simon Legree"—"build that pyramid now."</i>
SPLITSTONE, RAYMOND J.	Fremont, Mich.
	<i>The Beau Brummel at Mur de Sologne.</i>
SPRAGG, ALFRED W.	503 6th St., Southeast, Minneapolis, Minn.
	<i>Aaoother useful truck man.</i>
STEVENS, WILLIAM A.	201 3rd Ave. South, Oelwein, Iowa
	<i>Lincoln's side-kick—The bicycle plutocrat—"Oelwein's Best."</i>
STICH, ALBERT A.	1608 Clarke St., Milwaukee, Wis.
	<i>"With his name and stoae he will build you a Home."</i>
STOOKESEBERRY, ETHERIDGE H.	Bloomfield, Iowa
	<i>A real old sea-dog.</i>
STROBEL, CHARLES J.	Greene Isle, Minn.
	<i>An Officers' Mess-man.</i>
STUCKMANN, HAROLD	Stewartsville, Minn.
	<i>The good-natured Minnesotan.</i>
SWANSON, WILLIAM F.	North Branch, Minn.
	<i>Considerate and thoughtful of others.</i>
TANNEWITZ, JOSEPH E.	R. F. D. No. 3, Newaygo, Mich.
	<i>A good mechanic.</i>
TATTI, THOMAS	654 Riopelle St., Detroit, Mich.
	<i>"I've been working on the Rail-road."</i>
TEDERS, HENRY J.	St. Cloud, Minn.
	<i>Master of the Officers' Mess.</i>
TEETS, ROSCOE H.	Keota, Iowa
	<i>The Tractor King—Engineer on the Mur de Sologne "Special."</i>
TESCHE, THEODORE L.	315 Cedar Lane, Highland Park, Penn.
	<i>A Philadelphia carpenter.</i>
THAYER, WILLIAM H. H.	44 Rue N. Lycee Roanne (Loire) France
	<i>A "long" sergeant with a deep voice.</i>

THIEMAN, ALFRED J.	Watson, Saskatchewan, Canada <i>President of the carpenter's union.</i>
THOMAS, CLYDE H.	Grand Rapids, Mich. <i>Don't doubt Thomas, or at least not Clyde Thomas.</i>
THOMPSON, HARRY H.	Kellerton, Iowa <i>The man who sun-burned the roof of his mouth watching aeroplanes.—A black-hand.</i>
TIGUE, JAMES	171 Tompkins St., Pittston, Penn. <i>Who served his time in the Officers' Mess.</i>
TIO, ALFRED F.	354 Miller St., Benton Harbor, Mich. <i>"Checked out, me 'nd Brink."</i>
TOMEKI, GEORGE	135 Brady St., Detroit, Mich. <i>The consistent Sphinx.</i>
TOMPKINS, LONNIE P.	Redfield, Iowa <i>A good member for the "Snappy 55th"—"Tommy Atkins."</i>
UNDERWOOD, RALPH S.	1623 4th St., Southeast, Minneapolis, Minn. <i>A real student—Surveyed the largest rifle-range in France. "Historian" from armistice day on.</i>
UNRUH, HERMAN F.	R. F. D. No. 1, West St. Paul, Minn. <i>Sergeant of the K. P's.</i>
URBANOWSKI, STANLEY	51 John St., Hartford, Conn. <i>A loyal American Soldier.</i>
VAN ROEKEL, WILLIAM	Sioux Center, Iowa <i>Van, Van, the mimeograph man.</i>
VAREY, MARK E.	Humboldt, Minn. <i>Old Chief, crank 'em up.</i>
WAHLIG, CHARLES E.	412 Oneida Ave., Davenport, Iowa <i>Had the hardest "luck" of any man in Co. "D."</i>
WALLACE, LLOYD L.	19½ Taft St., Detroit, Mich. <i>The Ben-Hur of the truck.</i>
WARNER, ALFRED R.	Blue Earth, Minn. <i>Whom rheumatism made a K. P.</i>
WATT, ROBERT	125 North Oakwood Ave., Lake Forest, Illinois <i>Wait for the car—the modern Job.</i>
WELSH, MIKE	230 Workley Ave., Thief River Falls, Minn. <i>The Hero of "Dime Novels."</i>
WETTERLIND, ERNEST G.	300 Third Ave., Red Oak, Iowa <i>Co. D's utility man—a real asset.</i>
WOODS, OSCO W.	1329 Easy St., Flint, Mich. <i>With his name will construct everything modern.</i>

HEADQUARTERS 55th ENGINEERS COMPANY "D"  
G. I. S. D. A. P. O. 713.

June 11th, 1919.

Memorandum: To CAPTAIN WYATT S. HAWKINS.

Almost at the close of our military service in the Great World War, we, as members of Company "D," 55th Engineers, desire to express to you, our Captain, our appreciation of your services. On account of your engineering experience in civil life, you were exceptionally well fitted for a splendid Captain of an Engineer Company. Admiration of your sterling character has been compelled both within and without your command by all who have come to know you. These traits of character have constituted the example that has made possible the maintenance of the high morale of Company "D."

Recognizing the above facts we resolved to express this appreciation in some definite form. We have, therefore, contributed and wish to present to you a sum of money to be used in the purchase of some definite article for your home that can be inscribed as having come from your old Company. We have not, and cannot purchase the gift ourselves on account of the difficulty of securing anything satisfactory in France, the excessive prices here, and the speedy demobilization necessary on reaching the "States." We beg that you accept this gift with the continued good will of the givers.

Signed by the list of donors appended:

Durant, Oklahoma,  
July 25th, 1919.

To the members of Co. "D," 55TH ENGINEERS:

The process of demobilization placed our company in such a state of chaos I did not have the opportunity of expressing to you the things I wanted to--the appreciation of your keen loyalty was a possession I cherished thru our existence as a company and will all thru life. While we were all happy over the realization we were returning to our homes, yet there was the feeling of sadness in severing those close personal relations which only men of the A. E. F. can know and feel.

There is so much to say, but space does not permit. I do want to thank each of you for the hearty cooperation you gave me; your willingness to perform any task asked of you, no matter what it was, and, above all things, your absolute loyalty to your company.

While we were all glad to be back home and again take our places in our community's life, yet knowing the spirit of the men of "D," I know, if the occasion again arises (and I pray God it never will) we will all be "present or accounted for."

I want each of you to feel that same liberty in calling on me in the years to come that you did when you knew me as your Captain. I left that rank at Camp Dodge on July 12, 1919. Remember I am always ready to go my limit for the men of our company.

May God's richest blessings, health, good fortune, and prosperity ever attend each of you.

Always your friend,

WYATT S. HAWKINS

C|o. Engineering Dept.  
Sinclair Oil Co.  
Tulsa, Oklahoma.

HEADQUARTERS 55th ENGINEERS  
G. I. S. D.—A. P. O. 713.

June 9, 1919.

FROM: C. O. 55th Engineers, American Expeditionary Forces.

To: The Personnel, 55th Engineers, A. E. F.

SUBJECT: The Regiment—Its past and its future.

1. The demands of military necessity have apparently made it impossible for the Regiment to assemble as a complete organization. Orders have been received, or are about to be received, by the several companies returning them to the United States, and I take this opportunity of asking the entire personnel of this Regiment to cherish its memory.

2. It will have been in existence a little more than fifteen months, all of which time, with the exception of the first five days, I have served with it. As Personnel Adjutant I had the opportunity of being intimately acquainted with its personnel and the character of the men from which it is formed. Its wonderful record during the period of its service in France has been recognized by those in High Commands, and it has come to my attention upon good authority that it has been for many months, known as "THE BEST ENGINEER CONSTRUCTION REGIMENT THAT SERVED IN THE A. E. F." The splendid work which it did in the first months undoubtedly prevented its leaving the S. O. S., for in those days, when there was so much to be done in this section and so little time in which to do it, it was the "55th Engineers," its Officers, Non-Commissioned Officers and Details, which reached out into every corner of this great section and directed the construction work, until the responsible authorities would not consider releasing it for the work at the "Front." The consciousness of never having failed under conditions not at all times inspiring, was a personal satisfaction to every Officer and to every Soldier of the 55th Engineers.

3. I am convinced that you little realize at this time the satisfaction and pride this will be to you throughout, what I trust will be a prosperous and happy life for all of you. But now, while we still remain an Organization, it is necessary to take the first steps of continuing some form of association, after we have been mustered out of the Service. Having served so long as your Personnel Adjutant, and having at all times been with the Regiment, it is my privilege to be better acquainted with your record than any other Officer. I, therefore, offer to every member of the 55th Engineers the privilege of using my office in Chicago for any purpose which may suit his convenience. I am keeping my personal file many of the informal records and some of the records of the Regiment and if, at any time, it is possible for me to serve any man of the 55th in aiding him to get in touch with any other member, I will always do all that is possible to accomplish it. If at any time I can aid members in adjusting any matters which may have arisen in their relations with the Government, it will be a privilege for me to serve them, and to this end every member of this Regiment is HEREBY DIRECTED TO KEEP ME FULLY POSTED AS TO HIS CHANGE OF ADDRESS AND OTHER VITAL STATISTICS, so that I may have a file, which will enable me to be of the greatest service to all of the members.

4. My permanent address is:

31 NORTH STATE STREET, CHICAGO, ILLINOIS.

J. T. MONTGOMERY,  
Captain Engineers  
Commanding.

